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### TIME-TABLE.

#### WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.30	7.10
Yuenai	6.50	9.25	10.39	12.09	1.24	4.44	5.39	7.19
Shatin	7.00	9.35	10.49	12.19	1.34	4.54	5.49	7.29
Tai Po	7.10	9.45	11.04	12.34	1.44	5.04	5.59	7.39
Tai Po Market	7.20	9.55	11.14	12.44	1.54	5.14	6.09	7.49
Fanning	7.30	10.05	11.24	12.54	2.04	5.24	6.19	7.59
Shumshui	7.40	10.15	11.34	13.04	2.14	5.34	6.29	8.09
Shumshui	7.50	10.25	11.44	13.14	2.24	5.44	6.39	8.19

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshui	7.50	10.25	11.44	13.14	2.24	5.44	6.39	8.19
Shumshui	8.00	10.35	11.54	13.24	2.34	5.54	6.49	8.29
Fanning	8.10	10.45	12.04	13.34	2.44	6.04	6.59	8.39
Tai Po Market	8.20	10.55	12.14	13.44	2.54	6.14	7.09	8.49
Tai Po	8.30	11.05	12.24	13.54	3.04	6.24	7.19	8.59
Shatin	8.40	11.15	12.34	14.04	3.14	6.34	7.29	9.09
Yuenai	8.50	11.25	12.44	14.14	3.24	6.44	7.39	9.19
Kowloon	9.00	11.35	12.54	14.24	3.34	6.54	7.49	9.29

#### SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.35	9.15	10.30	12.00	1.15	4.35	5.30
Yuenai	6.50	8.45	9.25	10.39	12.09	1.24	4.44	5.39
Shatin	7.00	8.55	9.35	10.49	12.19	1.34	4.54	5.49
Tai Po	7.10	9.05	9.45	11.04	12.34	1.44	5.04	5.59
Tai Po Market	7.20	9.15	9.55	11.14	12.44	1.54	5.14	6.09
Fanning	7.30	9.25	10.05	11.24	12.54	2.04	5.24	6.19
Shumshui	7.40	9.35	10.15	11.34	13.04	2.14	5.34	6.29
Shumshui	7.50	9.45	10.25	11.44	13.14	2.24	5.44	6.39

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshui	7.50	9.45	10.25	11.44	13.14	2.24	5.44	6.39
Shumshui	8.00	9.55	10.35	11.54	13.24	2.34	5.54	6.49
Fanning	8.10	10.05	10.45	12.04	13.34	2.44	6.04	6.59
Tai Po Market	8.20	10.15	10.55	12.14	13.44	2.54	6.14	7.09
Tai Po	8.30	10.25	11.05	12.24	13.54	3.04	6.24	7.19
Shatin	8.40	10.35	11.15	12.34	14.04	3.14	6.34	7.29
Yuenai	8.50	10.45	11.25	12.44	14.14	3.24	6.44	7.39
Kowloon	9.00	10.55	11.35	12.54	14.24	3.34	6.54	7.49

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	7.45	11.30	12.20	1.15	4.35	5.30	7.10	
Shatin	7.55	11.40	12.30	1.25	4.45	5.40	7.20	
Shatin	8.05	11.50	12.40	1.35	4.55	5.50	7.30	
Shatin	8.15	12.00	12.50	1.45	5.05	6.00	7.40	
Shatin	8.25	12.10	13.00	1.55	5.15	6.10	7.50	
Shatin	8.35	12.20	13.10	2.05	5.25	6.20	8.00	
Shatin	8.45	12.30	13.20	2.15	5.35	6.30	8.10	
Shatin	8.55	12.40	13.30	2.25	5.45	6.40	8.20	
Shatin	9.05	12.50	13.40	2.35	5.55	6.50	8.30	

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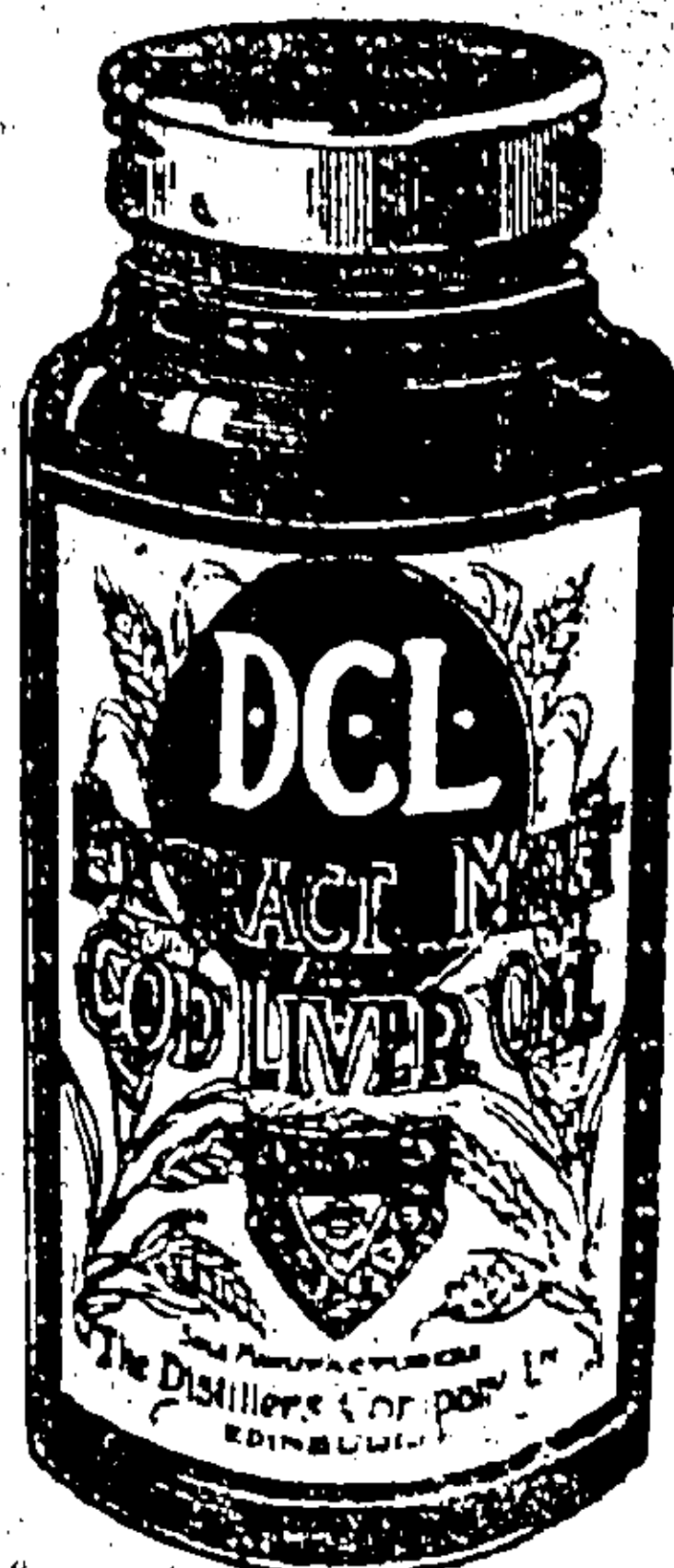
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### STATE AID FOR HOUSING. THE BURDEN IN NEW ZEALAND. DIFFICULTIES CREATED BY GOVERNMENT ASSISTANCE.

There is a housing deficiency in New Zealand. The war was not the original or even the chief cause of the deficiency, although it made it more acute. In an endeavour to find a remedy, New Zealand has spent much money, and made many experiments, some similar to those which are now being discussed or tried in England. Her chief gain has been experience. With this experience it is now coming to be understood that Government aid, given lavishly, may create difficulties equal to those which it is designed to overcome.

Twenty years ago the Government of the day began to erect dwellings, which were made available to workers for rent or on easy purchase terms. Each Government since has continued the practice of building, or assisting people of small means to build. It is only now that some doubt is arising whether the measures adopted have been wholly wise. In his last Budget speech, the Minister of Finance said:—

The Government is continuing the policy of rendering all possible assistance to overcome the shortage of houses. It should not, however, be expected of the State alone to provide the means of meeting the difficulty, and the housing problem will not be solved until private capital is more extensively employed than has been the case in the immediate past. There is at present some sign of increased activity in the building industry, and I trust that, with the united efforts of all sections of the community, the shortage will be speedily overcome.

State operations began with the erection of groups of dwellings for applicants of limited means. These were strictly workers' cottages, grouped and partly standardized. But this method did not prove highly popular, and now the only Government building is that undertaken by the larger Departments of State, Railways and Public Works, for their own employees. The more general State assistance is that given by the State Advances to Settlers and Workers Department, which lends money on long-term table mortgages at 4½ to 5 per cent. for the purchase or erection of houses. About 1,000 houses have been actually erected by the Government, apart from the 800 built by special Departments, but the financial assistance has been upon a much greater scale.

Through the State advances and special loans to discharged soldiers, the Government, in the past six years, has assisted the erection or purchase of 35,500 houses at a cost of, approximately, £19,500,000. For these advances there is good security, losses are trifling, and not all the money used is new capital, as repayments furnish funds for fresh loans. But the cost is nevertheless so heavy that it is clear that operations cannot continue at this rate. Yet there is a demand for continuance and even for accelerated action to overtake applications which are now many months in arrears.

#### PRIVATE BUILDERS' POSITION.

The truth is that the Government assistance has been so liberal and so extensive that many people have now come to regard house-building finance as an ordinary function of Government, something like the service of the National Debt. Faced with this expectation, the State should provide a house for everybody, prudent people see at once that the task cannot be undertaken. They are now seeking means of bringing private enterprise back into the financial side of the small dwelling construction business.

There are few builders now who undertake the construction of houses except upon contract. No one builds to let, and where the sale is on "easy terms" there is usually a backing of Government money. The builder is not taking the risk. The reason is quite evident: that private finance has been unable to hold its own in the small house trade and compete with the Government, which lends at 4½ per cent. Lack of responsibility for finance has had its ill-effects. The builder, with no risk, has not been so keen to erect dwellings which would be good investments. Nor, when building to order, has he been able to erect blocks of houses of standard design so as to obtain the economy of large scale operation.

There are other factors which help to account for the deficiency of houses and their high cost in this country. One is that the widespread ownership, instead of tenancy, has led inevitably to a demand for a dwelling of better appearance. "Frills," which a landlord (with his eye on the rent roll and his mind working in percentages) would not permit, are insisted upon by the small owner. Hot and cold water, a gas stove, electric light and heating point, and a porcelain enamel bath are now accounted the bare essentials of even a cottage home. These things add to the price. Municipalities, which have tried their hands at house-building have found that five or six-roomed dwellings cost £200 to £1,000, exclusive of land. In the larger cities a building section of about one-eighth of an acre may cost £200 to £300 in a reasonably priced locality. Highly favoured localities cost much more, and where the cost is appreciably lower, there is usually some set-off against the saving, such as cost of communication.

Another factor that has accounted for the housing deficiency is the use of wood. The supplies of good building timber are fast diminishing, and must, each year, be hauled greater distances to the market. (Continued on next Column).

### LIFE-AND DEATH-IN CHINA-TOWN.

#### THE TONG WAR IN NEW YORK.

From a New York correspondent of the *Evening Standard*, October 8th:

The Tong war is over. The Hip Sings and the On Leungs have signed a peace treaty in due form and in the presence of the Chinese Consul. But 400 Chinamen are to be deported to the land of their fathers. The imported gunmen and the hatchet men will be paid in good American dollars, and John Chinaman will go back to his laundry—until the next Tong war breaks out.

One becomes accustomed to almost anything in New York. I have seen two taxicabs drive up in front of my hotel at eight in the morning. From each cab alighted four men, each group backed away from the other, and the members of the opposing teams began firing at each other with revolvers. Three passers-by, entirely unconnected with the gunmen, were wounded. The warring factions vanished.

In Chinatown, however, they manage their quarrels differently. Here when there is a Tong war "on" strange things happen. The Chinese theatre was crowded every night during the war just finished, crowded that is until the night when "by accident" the spot light was flashed on the audience which sat not on the benches but on the back of the benches with the feet resting on the seats. The spot light remained for a few brief seconds on the scared yellow faces of three men. And before dawn those three men died, violently and horribly, a dozen yards from the Bowery, and a quarter of an hour's run from the heart of New York.

On Saturday night one can see fifty thousand Chinese shopping in Chinatown. They patter from shop to shop, buying ducks, sucking pigs, roasted whole, and queer vegetables. Irish policemen patrol the streets looking unconcernedly at the little young Chinese girls gliding along, their glittering almond-shaped eyes apparently unseeing the obese and wealthy marchants standing at the doors of stores, from which come rich and heady perfumes of the East.

I have been shown mysterious underground passages which lead into distant streets. Here the police have raided opium dens by the score, but they know full well that as many dens exist to-day as have ever been raided since the first Chinese came to New York. Patches of orange light denote the presence of a laundry, as innocent looking as any you may see in a London suburb. A young Chinese is ironing a shirt; he fills his mouth from a glass of water, and as he irons he sprays his work. A policeman whispers in your ear that this time last night Chinaman passing this shop fell dead with three bullets through his head. Who was the murderer, surely not this young man with the impassive face ironing a shirt. The policeman shrugs his shoulders. "We've got nothing on him," he mutters.

Ten minutes later I am in my room, but the smell oforris root lingers in my nostrils, and the memory of those silent men of Chinatown remains long after I have extinguished the light.

### "A CLASS THAT WOULD DESTROY US."

#### AMERICAN LABOUR AND THE SOVIET.

The position of the American Federation of Labour in regard to the Russian Labour movement is vividly indicated in the reply made by Mr. Green, the president of the American Federation, to an address by Mr. Arthur Purcell, M.P., a representative of the British Trade Union Congress, who criticized the Americans as "most slow in accepting new social and political ideas."

Mr. Purcell expressed the hope that the American Federation of Labour would send delegations to Russia to establish close fraternal relations with the workers there.

Mr. Green, amid scenes of the greatest enthusiasm, announced at Atlantic City, that the American Federation of Labour would never affiliate with the present Russian Labour movement.

"We are not willing," said Mr. Green, "to pay the price by casting in our lot with a class that would destroy us if it could."

Moreover, a wooden house, besides being more costly to maintain, because of the higher insurance and regular painting, has also a much shorter life. Built of heart timber it may be sound at the end of 50 years, but if sap timbers are used to any extent, and the borer insect gains an entrance, there is nothing but patching and repainting after 20 years.

Yet the housing position in New Zealand is not without its good features. Possibly in no other country, save the United States, do so large a proportion of the people own the homes they live in, and home-owning, no matter how compassed, makes for good citizenship and some thrift. Then, too, public feeling, gradually awakening to the idea that the Government cannot finance housebuilding for everybody, is asking that there shall be some serious attempt to discover what is hindering private enterprise. The prudent man is inclined now to the view that the Government cannot house all the people, and that more care must be exercised to see that State measures, taken as palliatives, do not hinder recovery by hampering the natural agents which would effect a cure.

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# ABOLITION OF LIKIN. TEXT OF THE CHINESE MEMORANDUM. DELEGATES' VIEWS ON TARIFF AUTONOMY. PREPARED TO DISCUSS CHINESE PLANS.

Following is the full text of the Chinese proposals in regard to the abolition of *likin* which were presented at a meeting of the Committee on Tariff Autonomy held in Peking on October 30th:—

I.—Measures leading to the Abolition of *likin* and the Dates.

Inasmuch as the Special Conference on Chinese Customs, being inspired by the spirit of the Washington Conference in its respect for China's sovereignty, is aiming at tariff autonomy, there should be a determination to abolish *likin* which prejudices the economic growth of the Chinese people, so that their productive energy may thereby be developed.

On the other hand, *likin* and commutation tax or duty partaking of the nature of *likin* hitherto collected by the provinces, constitute the main source of revenue for the provinces. Therefore, it appears impossible to abolish such taxes all at once. It is necessary to divide into different periods within which to execute the plan of *likin* abolition, for the authorities concerned of the Central Government have to examine carefully all the details relating to *likin*, such as the various original denominations, rules governing their collection, location of the barriers, forms of certificates and passes, and the receipts, etc. After such examination, different steps have to be taken.

It is now proposed that, in conformity with the annexed table relating to the procedure for *likin* abolition, the different provinces should, beginning from December, 1925, and within a period of six months, prepare reports, and that at the same time commissioners should be sent to the provinces for investigation. The results of the investigation should, within another period of six months, be jointly examined by the Ministry of Finance and the Commission for the Reorganization of Finance. A fund should be provided enough to compensate *likin* for one year. At the end of February, 1926, the plan for *likin* abolition will be completely executed.

II.—Means for the Compensation of the Abolition of *likin* and the fund for the same purpose.

Although no accurate statistics are available as to the revenues derivable from *likin* for the different provinces, the approximate total amount is estimated at 70,000,000 silver dollars per year. It is feared that after the abolition of *likin* the provincial revenue might suffer a great loss. The Central Government should therefore provide in advance a special fund to compensate the losses after investigation and to remit the various quotas to the different provinces according to their respective annual deficits resulting from *likin* abolition. For this purpose two different periods are proposed. During the first period, a portion of the increased Customs revenue derivable from the surtaxes should be appropriated for compensation. During the second period when tariff autonomy is put into force, appropriation should be made out of the customs revenue itself. It is evident that after the means for the compensation of *likin* have been divided, a reliable fund will thereby be secured so that the provincial revenues will not be affected and *likin* can actually be abolished.

## DELEGATES' VIEWS.

Prior to the formal presentation of the Chinese Memorandum, the following speeches were delivered:—

### BELGIAN ASSURANCES.

M. DE WAEZEL on behalf of the Belgian Delegation said: "Mr. Chairman and Gentlemen,—Speaking for the Belgian Delegation, I am able to declare that Belgium, in principle, is willing to grant China tariff autonomy. However, in China's own interests and in the interests of its working population, the chairman himself suggests in the proposals he put before us, a transitory period should precede its coming into use. The Chinese Government should take all effective measures to render this transitory period as short as possible. We must not lose sight of the fact that the length of this period depends solely on China, for tariff autonomy is to be simultaneous with the abolition of *likin* and bringing into effect of the latter measure is a question of Chinese interior politics. The Belgian Government will follow with sympathy all the efforts made in this direction by China. During the transitory period which separates China from the day when it will obtain its tariff autonomy, Belgium, as she is concerned, will examine the Chinese suggestions in the most liberal and most disinterested spirit."

### THE FRENCH DELEGATE.

The following statement was made by Count DE MARTRY, on behalf of the French Delegation:—"On behalf of my Government I desire to state that the aim of this Conference is essentially traced by

the stipulations of the Washington Customs Treaty in pursuance of which it has been called. As all other Delegates present I have complete authority to discuss and decide conditions in which shall be rendered effective the advantages stipulated in favour of China by the Treaty of February 6th, 1922. As soon as full agreement has been achieved on the several points covered by articles 2 and 3 of the Treaty, China shall immediately benefit in its financial advantages. Thus in her own interest that part of our task is the one to be considered in the first instance. I have pleasure in declaring after that statement that I am prepared to consider in the most friendly and generous spirit and to submit to my Government, any reasonable proposal which may be put forward, with a view to meet the aspirations of the Chinese Nation in regard to their Customs Tariff."

### THE NETHERLANDS DELEGATION.

Mr. OUDENDIJK spoke as follows:—"Mr. Chairman, I wish to make the following declaration. In behalf of the Netherlands Delegation I wish to say that we hold that the right of Tariff Autonomy as an inherent right which belongs to the right of sovereignty. We are therefore authorised by the Netherlands Government to do our best at this Conference to arrive at a satisfactory settlement of the questions which the Chinese Delegation in this connection has submitted or may submit to the Conference."

### ITALIAN DELEGATION.

Mr. CERRETTI spoke as follows:—"I have already expressed the view of my Government about the work of the Conference. My Government follows with the greatest interest all the questions which have been put before us, and it is disposed to examine with the most amiable spirit all the propositions which will be made by the Chinese Delegation. My Government considers that the abolition of *likin* and the tariff autonomy are connected questions and thus thinks that the complete abolition of *likin* must precede the full tariff autonomy but it is in great sympathy with the wishes of China to get this full autonomy."

Mr. BIANCHI said:—"My Government confidently expects that proposals issued from the Delegations of this Conference will lead to complete Tariff Autonomy being exercised by the Chinese Government."

### NORWEGIAN DELEGATION.

Mr. MICHELET spoke as follows:—"The Norwegian Government is of the opinion that autonomy of Customs Tariff is an absolute sovereign right of each independent country. I am therefore prepared to give my consent to No. 1 of the Chinese proposal. But I may add that this declaration refers to the principle itself. It will be necessary, as already mentioned by several of my colleagues, to have more definite information as to the proposals of the Chinese Government before I am able to declare that I can give up any of the stipulations which are included in the Treaty between China and Norway, but I am in the most obliging spirit for the taking of the questions."

### SPANISH DELEGATION.

Mr. GARRIDO said:—"In response to the desires of the Government of the Republic of China and following the liberal policy adopted by the Directory, the Government of His Catholic Majesty will not make any obstacles to it but will on the contrary support all the resolutions favourable to China adopted at this conference."

### SWEDISH DELEGATION.

Mr. EWERLÖF said:—"The Swedish Government has accepted the invitation to this Conference on the basis of the stipulations of the Washington Treaty of 1922 to which the Swedish Government has adhered. It is certainly willing and disposed to discuss in the most liberal spirit the proposal of the Chinese Government concerning the question of Tariff Autonomy, but the Swedish Government has not had an opportunity hitherto to consider the Chinese proposal and I am therefore not able without instructions from my Government to state our position regarding that question."

### BRITISH DELEGATION.

Sir RONALD MACLEAY stated that his position was the same as that formulated by M. Everlof. The British Delegation was prepared to discuss the principle of Tariff Autonomy in the widest spirit but he had to ask instructions from his Government before he could make a statement. There had been some interesting suggestions made and he would have to have time to consider them.

Dr. C. T. WANG presented the Chinese proposals for the abolition of *likin*.

## CHINA'S TARIFF PROPOSALS. U.S. DELEGATE ON AMERICA'S PROPOSALS.

PEKING, November 5th.

In an interview with a representative of the *Eastern News Agency* to-day, Mr. Silas SWANN, the American delegate, spoke to the following effect:—

"I am optimistic over the prospect of the Tariff Conference and believe that the Conference will amply accomplish its object. Despite the rumour that so great a civil war is to break out as may affect the whole country, we trust the Chinese Government and we are of the opinion that, even if the present Government were overthrown and another faction came into power, the clauses decided upon and promised at the present Tariff Conference would all be respected and put in force. For Customs autonomy as well as increased Customs revenue, tending to strengthen the foundation of China's financial affairs, are what are eagerly wished for not only by the present Government, but by all factions in the country. We are all determined to do our best to meet the wishes of the Chinese people as much as possible."

"Although there are some who fear that the additional Customs revenue may possibly fall into the hands of Chinese militarists, it is provided in the American proposal, as a measure to prevent such a contingency, that all the Customs revenue shall be taken charge of by the Customs Administration and that the use of the said revenue shall be in accordance with provisions to be agreed upon at the present Conference. By so doing, bankers concerned will not be able to seek their personal ends even if the Customs revenue were to be placed under their care. By the Customs Administration mentioned in the American proposal, I mean the Customs Revenue Office, belonging to the present Chinese Government, and it is not meant that another new organ shall be established."

"This is exactly the same as announced at the Washington Conference. We American delegates believe that the existing Chinese Customs organization is able to function to the fullest extent and therefore is worthy of confidence. The wording, 'uniformly enforced,' mentioned in Article 3 to the American proposal, should be interpreted as uniformity of the rates on land frontiers and the maritime frontiers. This is intended for the prevention of smuggling through Russian frontiers. Because of the non-participation of the Soviet Government in the present Tariff Conference, decisions of this Conference cannot directly bind the Soviet Government, but we are in such a position as to cause the Chinese Government to observe the uniformly enforced rates of tariff on both land and maritime frontiers, provided they are agreed upon at this Conference."

### NO ESSENTIAL DIFFERENCE.

"I have a belief that there is not much difference fundamentally between the Japanese and American proposals. Indeed, I think and hope that these two proposals will eventually come to an agreement. It is pointed out that at the present Conference, all the Powers, not to speak of Japan and the United States of America, are unanimous in their spirit of helpfulness to China by recognizing her Customs autonomy with a view to placing her on a stable financial foundation. It is therefore, unthinkable that there can be much difference between the proposals submitted by Japan and the United States. If I must make any comment on Japan's proposal, I can only say that Japan has failed to show a concrete plan in detail as to methods for the abolition of *likin* as well as measures to be adopted prior to its abolition. The American proposal implies them."

### CHINA'S PLAN CRITICIZED.

"The Chinese proposal as presented by Dr. C. T. Wang is reasonable on the whole, but the additional tariff mentioned in its Clauses 3 and 4 is too high and it is impossible to put in into force forthwith."

"The question concerning the establishment of the Board of Inquiry on Far Eastern Affairs is reserved for the present in compliance with the request of the Chinese delegates, but we, the American delegates, are determined by all means to bring the subject up for discussion in the course of the present Conference."

### JAPAN NOTIFIES DISAGREEMENT.

Mr. Yoshizawa, the Japanese Minister and concurrently Japanese delegate to the Tariff Conference, yesterday addressed an official Note to the Chinese delegation, notifying them that he was absolutely opposed to the proposal submitted by the American delegate."

## HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

NOVEMBER 13TH, 1925.

Hongkong Bank	\$1,115 sel.
Do., London	\$130 nom.
Chartered Bank	\$20 nom.
Mercantile Bank, A. & B.	\$25 nom.
Do.	\$20 nom.
P. & O. Bank	\$20 nom.
East Asia Bank	\$80 nom.
Canton Insurance	\$2 nom.
China Underwriters	\$2 nom.
North China Insurance	\$140 nom.
Union Insurance	\$253 nom.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$100 nom.
Hongkong Fire Insurance	\$200 sellers
Douglas	\$40 nom.
H.K. & M. Steamboats	\$194 buy.
Hongkong Tugs	\$44 sel.
Indo-China (Prof.)	\$38 nom.
Do. (Def.), London	\$70 nom.
Do. Hongkong	\$70 nom.
Shell Transport	\$70 buy.
Star Line	\$30 nom.
Waterboats	\$18 buy.
Oriental Navigation	\$250 nom.
China Sugars	\$37 nom.
Malayan Sugars	\$48 nom.
Benguet	\$3 nom.
Kailan Mining Ad.	\$47 nom.
Langkai (combined)	\$14 buy.
Do. (single)	\$17.10 buy.
Shanghai Exports	\$14 buy.
Shanghai Loans	\$14 buy.
Do.	\$14 buy.
Tronoh Mines	\$6 buy.
Ural Caspian	\$8 nom.
H.K. & K. Wharves	\$140 nom.
H.K. & W. Docks	\$38 buy.
Hongkong	\$170 nom.
New Engineering	\$14 buy.
Shanghai Docks	\$14 buy.
Amusements	\$10 buy.
H.K. & S. Hotels (old)	\$9 sel.
Hongkong Lands	\$64 nom.
Hongkong Realty (a.p.)	\$5 nom.
H.K. Territorials (a.p.)	\$6 sel.
Humphreys Estates	\$16 nom.
Prince's Buildings	\$150 nom.
Rural Lands	\$1 sel.
Evo Cottons	\$14 buy.
Oriental	\$14 buy.
Shanghai Cottons (old)	\$14 buy.
Do. (new)	\$14 buy.
Canton Ice	\$7 sel.
Cementa (combined)	\$16 sel.
Do. (old)	\$13 nom.
Do. (new)	\$3 nom.
China Buses	\$11.10 buy.
China Lights (combined)	\$24 sel.
Do. (old)	\$16 nom.
Do. (new)	\$13 nom.
China Providents (comb.)	\$34 nom.
Do. (old)	\$34 sel.
Do. (new)	\$34 nom.
Constructions	\$14 nom.
Dairy Farms	\$14 sel.
Der A. Wing (a.p.)	\$10 nom.
Do. (a.p.)	\$10 nom.
Hongkong Electric	\$56 sel.
Macao Electric	\$40 nom.
H.K. Developments	\$30 cts. buy.
H.K. Ropes (combined)	\$40 nom.
Do. (old)	\$13 nom.
Do. (new)	\$3 nom.
Hongkong Tugs	\$14 buy.
Long Crawford	\$12 nom.
MacIntosh	\$24 nom.
Peak Tram (old)	\$15.10 b., 15.20 s.
Do. (new) (a.p.)	\$9 nom.
Sinclair	\$134 nom.
Taxis	\$3 sel.
United Asbestos	\$20 nom.
Waters (old)	\$18 sel.
Do. (new)	\$15 sel.
Wm. Powells	\$14 sel.

buy—buyers; sel.—sellers; sa.—sales; nom.—nominal.

## NOTICE TO, CONSIGNEES.

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THE Steamship "LUCERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 19th November, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 26th Nov. 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 19th November, 1925, at 10.30 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 14th November, 1925. [2382]

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Goods not cleared by the 20th Nov. 1925, at Noon, will be subject to Rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Godard and Douglas on 18th Nov. 1925, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case/wharves.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th November, 1925. [2379]

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[2385]

A REMINDER.

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## LOCAL SPORT.

### YACHTING. RACE FOR LADIES' CHAMPIONSHIP.

The first race for the Ladies' Championship was sailed yesterday afternoon in a good strong breeze. Twelve boats turned out, and were well sailed over a course from the Club to Channel Rocks, Kowloon Rock, the Club Line and the Cust Rock, finishing at the Club, a distance of 5½ miles. Five handicap boats turned out and sailed in one class, four Hayward Hays and three Gaels making a second class.

In the handicap class *Diana*, well handled by Mrs. Arthur, sailed a very good race and finished first. *Colleen*, sailed by Miss Hazeland, started with a reef down and went much better in consequence. She was sailed very well and had the race in her own hands, but errors of judgment near the finishing line, and the action of a strong tide, lost her over a minute, and she had to be content with second place.

The other class made a good start, and were close behind the handicaps at Channel Rocks. *Bluenose*, *Sealark* and *Gladys* converged at the Rocks and went round together. *Thecla* of the Gaels, was pressing close behind, and finding the weather much to her liking, made up a lot of time on the leading boats between Kowloon Rocks and the Club, as a result of which she won easily on corrected time. She was very well handled by Mrs. Barracough. *Bluenose* finished a well sailed race, closely followed by *Sealark*. These took second and third places respectively.

The details are as follows:—

HANDICAP CLASS.			
H'cap.	Finishing Time.	Corrected Time.	
1. <i>Diana</i> (Mrs. Arthur)	1.22	3.58.21	3.58.56
2. <i>Colleen</i> (Miss Hazeland)	5.30	4.02.58	3.57.28
3. <i>Dorothy</i> (Miss Blake)	5.30	4.07.00	4.01.30
4. <i>Lo Linda</i> (Mrs. Scott)	3.45	4.04.55	4.02.10
5. <i>Falena</i> (Miss Shaw)	4.34	4.07.45	4.03.10

### HAYWARD HAYS AND GAELS.

H'cap.	Finishing Time.	Corrected Time.	
1. <i>Thecla</i> (Mrs. Barracough)	4.07	4.14.04	4.09.58
2. <i>Bluenose</i> (Mrs. Mitchell)	0.55	4.12.14	4.11.18
3. <i>Sealark</i> (Mrs. Crane)	0.55	4.13.07	4.12.12
4. <i>Gladys</i> (Mrs. Adams)	0.55	4.13.29	4.12.34
5. <i>Gael</i> (Mrs. Bailward)	1.50	4.16.58	4.15.08
6. <i>Joan</i> (Mrs. Davison)	1.22	4.17.12	4.15.40
7. <i>Adanna</i> (Mrs. Hollingsworth)	0.55	4.19.22	4.18.27

### SHANGHAI GOLF CLUB CHAMPIONSHIP.

QUALIFYING ROUND AT  
KIANGWAN.

In windy weather and under a sky which continually promised rain, the qualifying round of the Shanghai Golf Club's championship took place at Kiangwan on November 8th. The conditions were 36 holes medal play, the best 18 to qualify, and the results were as follows:—

1. J. B. Ferrier	76	81—157
2. A. R. Blinko	80	80—160
3. M. W. Budd	82	80—162
4. H. R. Malcolm	82	82—164
5. L. Parbury	88	81—169
6. F. G. Harrison	84	83—167
7. J. Dewar	81	89—170
8. T. W. Mitchell	80	92—172
9. R. J. Bowerman	85	87—172
10. J. Oswald	91	82—173
11. F. V. Chamberlain	83	82—165
12. R. A. C. Watson	85	82—167
13. W. H. C. Huggett	88	83—171
14. W. O. Lancaster	91	85—176
15. J. F. Pilcher	91	87—178
16. F. H. Colam	91	89—179*
17. P. H. Cobb	90	89—179*
18. J. H. Underwood	89	90—179*

\*Tie for last place to be played off.

Other scores returned were as follows: R. C. Law, 181; F. C. Banham, 185; C. W. Porter, 137; A. V. Pettitt, 180; H. E. Brewer, 180; F. Ferrier, 198; C. Richards, 191; E. Lester Arnold, 181; P. D. Sullivan, 183.

Cobb and Underwood tied for 16th place, and will have to play off. There is this irony in the situation, says the *N. C. Daily News*, that after their struggles which will by the time the tie is finished have lasted two days, the winner has to meet Blinko, who, on his improving form, is one of the most redoubtable players ever seen here.

The draw for the match play rounds is as follows:—  
H. R. Malcolm v. J. Oswald.  
T. W. Mitchell v. J. B. Ferrier.  
F. G. Harrison v. W. O. Lancaster.  
F. V. Chamberlain v. M. W. Budd.  
J. F. Pilcher v. L. Parbury.  
J. Dewar v. R. A. C. Watson.  
R. J. Bowerman v. W. H. C. Huggett.  
A. R. Blinko v. Winner of tie.

### THE "BOBBIES"

COMING IN DECEMBER.

The American girls' baseball team, known as "the Bobbies," was expected to arrive in the Colony on Sunday, but baseball enthusiasts have been again disappointed. The girls are now in Yokohama, and it is not yet known when they leave that port. They are now expected in Hongkong in December.

## HONGKONG JOCKEY CLUB. WEIGHTS FOR HANDICAPS AT FINAL EXTRA MEETING.

[BY ABUS.]

Below will be found the weights allotted by the Official Handicapper for the Kilmarnock ("A" and "B") and the Troon Handicap, to be decided at the final extra meeting to be held at Happy Valley on November 28th.

At first blush one is struck with the crushing weights allotted to Beldorney Star and Two Pairs in the Kilmarnock "B" class and to Grey Morn and Saligia (by implication) in the Troon Handicap.

The customary analysis will be published later. At this writing, however, it should be pointed out that the handicapper appears to be sadly misinformed about the merits of The Regent and September, both in the "A" class Kilmarnock Handicap.

It is granted that The Regent has won a number of sprint races up North, so has September. The latter has run in first-class company, while the former has never put up any particularly brilliant performance among the "B" class fields in which he has competed.

At the time of writing I have not the complete record of either, but the following are among their more recent performances.

### PEKING SPRING 1924.

The Regent: Won Flyaway Cup (4 furlongs), carrying 160lbs. in 60.1-5secs. Won Mongol Cup (6 furlongs), with 160lbs. in 1.33.4-5.

September: Carrying 149lbs. was second to Borsdon in the Trial Stakes (1 mile) won in 2.06.4-5; won Visitors' Cup (1 mile) in 2.09.2-5; won Summer Stakes (6 furlongs) with 161lbs. in the saddle, the time being 1.32.3-5.

### TIENSIN SPRING 1925.

The Regent: Ran fourth (155lbs.) in Tze Chu Lin Stakes (4 furlongs). Time 59.4-5; Unplaced (155lbs.) in Fengtien Plate (5 furlongs) run in 1.16; won the Shanghai Plate (5 furlongs) in 1.14.1-5.

September: Ran second to Rambler in the Trial Plate (1 mile) carrying 149lbs. Time 2.00.3-5; won (149lbs.) the Visitors' Cup (6 furlongs) the time being 1.36. Second (161lbs.) to Gobi Wind (148lbs.) in the Eclipse Stakes (1 mile), time being 2.05.1-5; won the Poppy Stakes (8 furlongs) carrying 158lbs. the time being 1.30.3-5.

In the Troon Handicap, Chicago, with only 148lbs. to carry, is decidedly the pick of those weighted, provided he is fit on the day of the race.

Realising the handicapper's difficulties, a fuller analysis must be held over for the time being. The main issue, of course, is that the imposition of crushing weights is tantamount to barring owners from having a run for their money. In my next article, I hope to put forward a suggestion that will find favour with the Stewards when framing future programmes and make the task of the handicapper easier.

### THE HANDICAPS.

1st Race—Kilmarnock Handicap "B" Class. 6 furlongs:—

Beldorney Star	166 lbs.
Two Pairs	155 "
Jambou	161 "
Mowgli	159 "
Nuggett	152 "
May Leaf	143 "
Hailsham	142 "
Solly	140 "
Strathalton	135 "
Uncle Tam	135 "

3rd Race—Kilmarnock Handicap "A" Class. 6 furlongs:—

King of the Plains	159 lbs.
The Regent	158 "
Chicago	158 "
Blotting Paper	156 "
Arabian Parrot	155 "
Loch Rannoch	155 "
Spotted Sand	150 "
Saracen	150 "
Persian Parrot	149 "
Rothsay	149 "
Gylp	148 "
King Emperor	147 "
September	147 "
Wimmers	145 "
Grey Streak	145 "

2nd Race—Troon Handicap. One mile:

Grey Morn	175 lbs.
Saligia	162 "
King of the Plains	149 "
Chicago	145 "
Blotting Paper	145 "
Loch Rannoch	144 "
Spotted Sand	139 "
Saracen	139 "
Persian Parrot	138 "
Rothsay	138 "
Gymp	137 "
King Emperor	136 "
September	136 "
Wimmers	135 "
Beldorney Star	133 "
Jambou	130 "

N.B.—If the top weight does not start, all weights to be raised 7 lbs. If neither of the two top weights start, all weights to be raised 10 lbs.

## WHEN EAST MEETS WEST. A GREAT OPPORTUNITY.

How many residents in Hongkong have frequently regretted that we are but as "Ships that pass in the Night," and that during our temporary sojourn in the once semi-mythical and unknown East we never see anything of the real life of China or the Chinese, their Home life or their amusements. For once the curtain that hides that Chinese life from us is going to be lifted, and on Monday night, for a brief spell, we are to be initiated into one of the Arts of China, to which the Chinese from time immemorial have paid devotion.

That wonderful and versatile actress, Miss Pk Wen Ha, who has been filling the Taiping Theatre for six weeks, is to give a performance at the Theatre Royal. She has selected, as giving the greatest variety and as likely to provide the most interest to foreigners: A Scene from a Tragedy, one from a Farce, and a Comedy, from which she is taking a wonderful dance composed for Yang Kuei Fei, the favourite concubine of the Tang Ming Emperor, of a Dynasty a thousand and more years ago.

Miss Pk Wen Ha is the most famous actress in China, and the present opportunity of seeing her in these historical plays should not be missed by any one who takes the slightest interest in the wonderful life of China. Each of the scenes that Miss Pk Wen Ha is giving lasts about 30 minutes, and in the 15-minute intervals, the audience will be initiated into the mysteries of Chinese music as it really is and not as it too often appears to unappreciative foreigners. We are told that anything more unlike the discordant noises we are in the habit of associating with Chinese music than the music that will be played by a String Orchestra consisting of local Chinese musicians, it is hard to imagine.

It is hoped that the exposition of the two arts of Drama and Music that Hongkong will enjoy on Monday evening next will assist in a small way to destroy the barrier that exists between the foreign and Chinese communities. If we can find a common meeting ground in an appreciation of Art, from wherever it comes, we have taken a big step, and that Miss Pk is an artist of the front rank, nobody who has seen her, or who will see her, will deny. She will do her best to interest us as have any pretension, or desire, to know something of the neighbours at our gates, one of the arts which the Chinese have always held in the greatest esteem. It only remains for the foreign community to prove by their presence that they appreciate Miss Pk's efforts to bridge the gap. "Within the four seas, all men are brothers."

### PIANOFORTE RECITAL.

MR. HARRY ORE'S PUPILS.

There was a good attendance at the City Hall yesterday evening, when Mr. Harry Ore's pupils gave a pianoforte recital. Mr. Ore's ability as a pianist is well known locally and his pupils afforded good evidence of his success as a tutor.

The selections they played were drawn from the works of Beethoven, Schumann, Grieg, Tchaikovsky, Chopin, Dvorak, Weber and others, and it is not too much to say that the pupils succeeded in giving excellent interpretations of them, and the audience showed their appreciation by most cordial applause.

The performers were Miss Kathleen Nightingale, Miss Helen Ho Ju, Miss Hilda Xavier, Miss Winifred and Mr. Henry Kew (duets), Miss Myra Gutierrez, Miss Daisy Ma, Miss Consolacion P. Basa, and Miss Alda Leon.

Mr. Ore himself delighted the audience with five preludes by Bach, Heller, Chopin, Scriabin and Grieg.

### SHANGHAI TRADE.

Messrs. Ilbert & Co., in their Pico Goods Market Report dated Shanghai, November 5th, say:—

An important trade is reported to have taken place at Tientsin, and each side claims to have won an overwhelming victory over the other. Whatever the truth of the matter may be, the fact remains that the trade of the country is once again suffering badly though dealers report that certain areas outside the war zone would probably be operating on a fair scale if it were not for the activities of the students and agitators who are still interfering largely with the movement of "enemy" cargo through the system of passes and permits which they have imposed upon the merchants. Clearances are extremely poor.

The market is further feeling the effects of the sharp fall in cotton and in manufacturers' prices which has taken place recently, and which makes the prices of goods purchased during recent months look very dear. White Shirts, for instance, have declined about two shillings per piece since August when fair quantities were booked, while a simultaneous sharp fall in silver serves to add to the troubles of the merchants. It seems, however, that cotton has touched bottom as the price has recovered 162 points during the past few days.

Messrs. Noel, Murray & Co., in their Report, say:—

This market is practically stagnant at the present moment, nor can any improvement be expected with any degree of confidence while the country is plunged in civil war. Reports from the so-called centres of war are exceedingly conflicting and it is quite impossible to know what is actually taking place. The political situation is wrapped in obscurity, and it is not surprising that merchants refrain from operating while conditions remain so hopelessly unsettled. Local values have dropped and clearances are few and far between. Newchwang Exchange is quoted at 2.300.

## CORRESPONDENCE.

### TRAFFIC ON THE KOWLOON LINE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—A train was advertised to run on Sunday (yesterday) leaving Kowloon at 10.30 and to arrive at Sheung Shui at 11.22.

A number of passengers including about a dozen European golfers travelled by this train which left Kowloon on time.

The train stopped for about half an hour at Tai Po and for about the same time at Fanling and arrived at Sheung Shui at 12.15 i.e. almost an hour late.

The explanation given by an Official was that there was a "special" train somewhere on the line.

It is difficult to believe that an efficient railway staff cannot run a special train without dislocating their ordinary advertised service. If they cannot then they should warn the travelling public that a special train will be using the line on a particular day and that the ordinary traffic will be held up.—Yours, etc., X.

Hongkong, November 16th, 1923.

[We understand that the "special" in this case was a train ordered by H.E. The Governor.—Ed.]

### TRAFFIC MISHAPS.

#### SEVERAL WEEK-END ACCIDENTS.

There were several motor mishaps during the week-end. Early on Sunday morning, a coolie who was carrying milk and eggs was knocked down by a motor-car on Praya East. He was uninjured, but was so angered at the loss of his goods, that he created a scene. At the police-station the Chinese driver paid \$5 as compensation to the coolie.

The front mid-guard and the head lamp of a bus were damaged in Yau-mai on Saturday, when a P.W.D. motor-lorry, emerging from Shantung Street, crashed into it.

Slight damage was caused and no one was injured when two cars collided on the Praya East on Saturday.

The same day, a Chinese cyclist was taken to the Kwong Wah Hospital suffering from severe injuries caused through his bicycle colliding with a lamp post at the junction of Canton and Austin Roads, Kowloon.

While cycling in Nathan Road, Kowloon, on Saturday, A. R. Wharf, a seaman from H.M.S. *Hawkins*, was knocked down by a motor bus. His injuries were attended to by Dr. Smalley, and he was later taken to his ship in a police launch.

#### KOWLOON SHOOTING AFFAIR.

##### THREE CHINESE SERVANTS REMANDED.

Li Kau, Li Chun and Lam Kau, the three servants alleged to be concerned in the sensational shooting affair in Chatham Road, Kowloon, on Friday night, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday morning.

The first man, who is alleged to have fired the shots at Police Sergeant Clark, and the third are Capt. Joll's servants, whilst the second, who had Capt. Joll's revolver in his possession, is Col. Matthews' servant.

The first man was charged with shooting at Sergeant Clark to resist arrest; the second with the possession of the revolver and five rounds of ammunition; and the third with unlawfully assembling together with other persons in Chatham Road at 10.30 p.m. on the 13th inst., without lawful excuse.

Sub-Inspector Andrews, who appeared to conduct the Police case, said there were altogether seven European witnesses who would give evidence.

His Worship adjourned the case until to-morrow afternoon.

#### THE SANITARY BOARD.

##### PROPOSALS FOR CONSIDERATION TO-DAY.

At this afternoon's meeting of the Sanitary Board the institution of an anti-malaria campaign, will be urged by Dr. J. C. MacGown, who will move the following resolution:—

"That this board respectfully recommend that the Government take such steps as are possible to undertake a thorough and comprehensive anti-malaria campaign."

A proposal to issue a warning to the public against the practice of eating in an uncooked state vegetables produced by Chinese methods of horticulture will also come before the Board.

#### WEATHER REPORT.

The Royal Observatory issued the following report at 3.45 p.m. yesterday: Pressure has increased slightly to moderately over Central Japan. It has decreased considerably over Hokkaido and slightly elsewhere. The anticyclone remains stationary and the depression in the Pacific to the North-East of Japan has become deeper. A moderate monsoon will continue along the South Coast of China and over the Northern China Sea.



# TEACHERS' SALARIES IN CANTON. WHOLESALE RESIGNATIONS EXPECTED.

[FROM OUR CHINESE CORRESPONDENT.]

Some 430 officers and teachers of the Canton Municipal High and Lower Primary Schools are expected to resign to-day, Tuesday, on account of the failure of the Municipality to live up to its recent assurance gradually to reduce the arrears of salaries and in future to pay the salaries regularly each month. In October the Reds dominating the city government paid 50 per cent. of the salaries due, and the first year teachers who earn \$21 a month only received \$10.50. The janitors of the schools, who earn \$3 a month, received \$4 for October, and they have been telling the teachers that unless they receive more they will be too hungry to fix up the rooms for the classes.

## OVERSEAS CHINESE.

The Overseas Chinese Bolsheviks now in Canton waiting for the National Convention met informally on Monday, and among the proposals it was decided to submit to the Kuomintang was one for the organization of an Overseas Chinese Bolshevik division to be affiliated with the National Kuomintang in Canton. It was also suggested that an agricultural and labour school should be founded as a memorial to the late Mr. Liu Chung Hoi, chief of the Labour Division of the Kuomintang, who was assassinated last August, and that the Central Executive Commission of the Kuomintang should be approached to provide a building which might be used as an Overseas Chinese club.

## MILITARY ACADEMY AT SWATOW.

The Reds have decided to establish a department of the Whampoa Military Academy at Swatow. It will be recalled that the militarists recently decided to enrol 10,000 more cadets for the Academy. Since then, nearly 4,000 have been recruited, including a number from Peking and other Northern Chinese cities.

## 30,000 HOMELESS.

The Red authorities at Wuchow, Kwangsi, have decided to suspend the rice embargo in the case of 1,500 piculs intended for the relief of the sufferers at Kaukung, the West River town which was partly destroyed towards the end of October during a conflict between the Reds and their opponents. As readers of the Daily Press are aware more than 20,000 persons were rendered homeless.

## THE MILITARY SITUATION.

According to the latest reports Southern Kwangtung is gradually coming under the Red control. Recently the Canton troops re-captured the district of Lim-kong, which is within the Kaohow Prefecture, and also the district of Yeung-chun. Among the arms seized were more than a thousand rifles. Two regiments surrendered to them without fighting. The East, West, and Northern Kwangtung districts are now practically free of anti-Reds.

The anti-Reds who retreated across the North-eastern Kwangtung borders to Kiangsi and Fukien are now taking refuge for the most part in Fukien. There are about 16,000 men left to General Chan Kwing Ming, who is expected to arrive at Amoy soon.

General Chiang Kai Shek, who is now in Swatow, has, however, no intention, it is said, of allowing General Chan Kwing Ming to reorganise his army in Southern Fukien for another invasion of Eastern Kwangtung.

## EARTHQUAKE SHOCKS. REGISTERED IN HONGKONG.

A cable from Manila on Friday reported that a heavy earthquake in the Pacific, off the north-east end of Samar, was distinctly perceptible to Manila residents. The earthquake shocks were clearly recorded in Hongkong also. A reading of the records at the Observatory showed that the preliminary tremors began at 8 hrs. 18 mins. 9 secs. on Friday night, the surface waves coming through at 8 hrs. 21 mins., and the long waves at 8 hrs. 21 mins. 50 secs. The indications were that the earthquake occurred about 1,100 miles south-east of Hongkong. A very severe shock was indicated since the amplitude of the waves was 60 millimetres. The tremors from the first shock lasted about four hours. Further shocks occurred on Saturday.

## RESUMPTION OF TRADE. CANTON DELEGATES EXPECTED.

As was stated in the Daily Press last week, the four leading Chinese Commercial Guilds elected a Committee to consider the possibilities of re-establishing normal trade relations between Canton and Hongkong.

This Committee, as our readers are aware, appointed Mr. Lau Tung Ping to come to Hongkong as their advance agent to enter into conversations with leading merchants here. Mr. Lau Tung Ping was in Hongkong on Friday and saw the officials of the Chinese Chamber of Commerce; the Chinese members of the Legislative Council; the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. O. Lang and others. He then returned to Canton and it is now reported that the members of the Canton Committee themselves will pay Hongkong a visit either to-morrow or Thursday.

These delegates will be, it is expected, Messrs. Kan Kum Shek, Tse Chok Kai, Leung Pui Kee, Kwong Chi Kwan, Cheuk Mow Yip, Chan Shau Mo, Chu Chak Sang, Wu Chung Tong, Lam Lia Sang, Chan Yuen Fung, Wong Yuk Shing, Poon Kum Hong, Yung Kung Wai, Tam Tai Chi, Shong Chun Tong and possibly others.

A meeting of the District Commercial Associations of Hongkong has been held, and a reception committee appointed to meet the Canton delegation.

According to the Wah Tat Yat Po, the Canton Chambers of Commerce met while Mr. Lau Tung Ping was in Hongkong in order to discuss the situation and it is stated that they interviewed the Chairman of the Kuomintang on the subject of trade resumption. It is generally believed that the Government will support the merchants in their move towards peace. Representatives of the Department Stores in Canton—Sincere's, Wing On and the Sun Co.—will, it is said, be included in the delegation to Hongkong.

## WU HON MAN IN MOSCOW.

### WELCOME BY THE "HANDS OFF CHINA" SOCIETY.

The Canton Gazette publishes an account received through the Tass Agency, of the reception accorded to Wu Hon Man in Moscow.

Wu Hon Man, it will be remembered, was formerly the head of the Kuomintang Party in Kwangtung and the Chief Officer of the Canton Government. Then he incurred the displeasure of General Chiang Kai Shek and was for some time virtually a prisoner at the Whampoa Academy. Influence was brought to bear to secure his release and he was set free on the understanding that he would leave Canton and pay a visit to Russia.

"On October 17th," says the Tass Agency message, "a reception in honour of General Wu Hon Man was given by the 'Hands Off China' Society. It was presided over by Mrs. Kamenov and attended by representatives of the political, economic and cultural organisations and Chinese citizens and students residing in Moscow. Mr. Pavlovitch, representing the Scientific Institute of Orientalism and representatives of the Peasants' International, the All-Union Textile Syndicate and the Russian Eastern Chamber of Commerce greeted General Wu Hon Man not only as the revolutionary champion but also as the representative of Chinese people 'ordained to break the backbone of world imperialism'."

## SOVIET TRADE WITH CHINA.

"Referring to the attempts of the imperialists to bar the import of Soviet goods into China, the speakers pointed out that the economic rapprochement between China and the Soviet Union was dictated not only by the community of political interests but also by close neighbourhood of both countries, as well as their mutual economic interests. The visits of the representatives of the Chinese people to the U.S.S.R. must dispel all the stories manufactured by bourgeois being destructive of power and convince them that the U.S.S.R. had restored her economy destroyed by war."

"General Wu Hon Man, in a speech, pointed out that after his arrival in the U.S.S.R. he became convinced that the 'Hands Off China' Society is not only a pacifist organisation but also an active revolutionary group. He further observed that the Chinese people have been gradually convinced of the necessity of a close alliance between Chinese people and the revolutionary workers of the world. The workers of China and of the U.S.S.R., he said, must jointly organise a united front against imperialism. The general stated that Canton, suffering from material need, appealed to workers of the U.S.S.R. to assist it not only politically but economically."

"General Wu Hon Man's speech was heartily applauded. The meeting carried a resolution that the 'Hands Off China' Society will do its utmost to acquaint the U.S.S.R. public opinion with the national revolutionary movement in China and further the growth of friendly relations between these two great peoples."

## SUMMARY COURT.

### ALLEGED BREACH OF CONTRACT.

#### DAMAGES CLAIMED AGAINST A BRITISH FIRM.

#### "WHO BROKE THE CONTRACT?"

In the Summary Court yesterday before Mr. Justice Wood, the Kung Shun Cheong Firm, of 76, Bonham Strand East, sued Messrs. W. A. Hannibal & Co., 84, Des Voeux Road Central, for \$318.50, as damages for breach of contract. Plaintiffs also claimed the costs of the action.

There was a counter claim by the defendant firm for \$330.75.

Mr. A. el Arculli represented plaintiffs, and Mr. H. L. Denny (Messrs. Hastings, Denny & Bowley) appeared for the defendant firm.

Tain Hi Leung, the manager of the plaintiff firm, stated in his evidence, that he contracted with the defendant firm on August 5th to deliver ten drums of anised oil within a period of sixty days. That term would expire on October 4th. The oil was delivered at noon on September 28th, when defendants refused to accept it, claiming that it had not arrived in time to be shipped from Hongkong on the same day.

Replying to Mr. Denny's witness said that he was going to charge the defendants \$129 a picul. He did not know that the price of the oil had increased since the contract was made, but he knew that on October 11th it was priced from \$123 to \$129 a picul. He thought that the market price on September 28th was \$140, and disagreed with Mr. Denny's contention that it was \$150.

A Chinese druggist who said that he resided on the premises of the plaintiff firm at Bonham Strand East, stated that he knew the comprador of W. A. Hannibal & Co. having often seen him visiting the offices of the plaintiff firm. The last occasion on which he saw him was on September 28th, when he was accompanied by a European. The comprador asked Tsing Hi Leung, the Manager, if he had any oil, and he replied to the effect that it was expected in a day or two.

A Chinese gave evidence concerning the delivery of the oil at the offices of the defendant firm on September 28th.

A Chinese import and export merchant of 23, Percival Street, said that at the beginning of October he bought anised oil at \$129.50.

Mr. Denny said that the defence of the action was the counter claim. The question was: Who broke the contract? Defendants had consistently taken up the attitude in the correspondence that took place that the plaintiff had promised to deliver the oil in time for shipment on September 28th. It was delivered too late. One could not always get steamers, and if a certain time was allowed, the buyer always hoped to get his goods sooner. At the time when the defendants wished to buy the oil there was a good supply in the market, but they trusted the plaintiffs who guaranteed delivery in time. On the 27th September the plaintiffs had not received the cargo. In order to have a shipment for next day, the defendant firm had to buy in the open market at \$150 a picul. Next day they were told by plaintiffs that the oil had arrived, and it was delivered at noon. Before shipment, the oil, which had been placed in kerosene tins, had to be tested and put in drums, and there was no time to do that before the ship sailed.

The comprador of the defendant firm stated that on September 27th plaintiff told him that the cargo of oil would not arrive for a day or two. He informed his manager, and since they wanted a shipment next day they bought oil in the open market at \$150 a picul.

Mr. W. A. Hannibal, proprietor of the defendant firm, said that he contracted with the plaintiff firm on August 5th for a supply of oil at \$123.50 a picul. He asked for delivery before September 28th, and this was promised. Subsequent to the making of the contract the price increased. On September 30th it was quoted at \$145; September 6th, \$143; September 21st, \$150; September 28th, \$150. Plaintiffs failed to deliver in time for the shipment on September 28th, and he had to buy in the market at a considerably increased price.

His Lordship reserved judgment.

## YESTERDAY'S ARRIVALS.

### PASSENGERS FROM MANILA ON "PRESIDENT GRANT."

Yesterday the S.S. President Grant arrived from Manila Among her passengers were the following:—

Mr. Robert S. Tapia, of San Francisco, who will take the Dollar Line S.S. President Cleveland to that port. Mr. Tapia was formerly employed by the Dollar Steamship Company in Manila and will now re-enter the employ of the company in their San Francisco office.

Mr. F. Verstockt, who is a large sugar planter at Iloilo has come to Hongkong to meet his family and take them back with him.

Miss D. Gray, who is on a general tour of the Far East. She has been visiting in the Philippines for some time. Miss Gray will spend a week in Hongkong and then proceed to Calcutta. After a few months in India she intends to return to this part of the Orient.

Mr. Hugh Hunter, who is manager of the Canton Office of the Union Insurance Society, and is on his way back after a business and pleasure trip to Manila, where he was formerly stationed.

Mr. C. J. Kelly, of Getz Bros. who is on his way to Shanghai after a pleasure and business trip to Manila. Mr. Kelly is accompanied by his wife. They will stay in Hongkong for a few days.

Mr. F. D. Stephens, the newly appointed manager of Getz Bros. Shanghai office, is on his way there from Manila.

Mr. K. Maejima, is the agent for the Taikansha Ltd., of Tokyo, a large publishing and advertising company, and is travelling through the Orient and soliciting advertising. He will leave the Colony in about a week or ten days for Kobe.

## SEQUEL TO NORTH POINT TRAGEDY.

### NINE MEN CHARGED.

Two workmen in the employ of the Netherlands Harbour Works appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday, charged with murder, while seven more were charged with causing grievous bodily harm.

The case is a sequel to the discovery made recently by the Police at North Point, when they came upon two men tied to poles, one of whom succumbed to injuries believed to have been caused by being beaten with sticks.

Detective Inspector T. Murphy said that from the examination of a number of witnesses, the Police had learned that the beating was the result of an accusation made concerning the theft of a money-box belonging to the inmates of a madhouse on the Company's premises. The men were taken out and tied to the posts about 2 a.m., and were not discovered by the police until six o'clock.

The medical view was that death resulted from concussion of the brain and shock. The case, continued Inspector Murphy, was rather in the nature of manslaughter than of murder. No sharp instruments were used, the injuries apparently being inflicted with fists and sticks.

His Worship formally remanded the case for a week.

## DEFAUDING THE REVENUE.

### SIX CHINESE CHARGED.

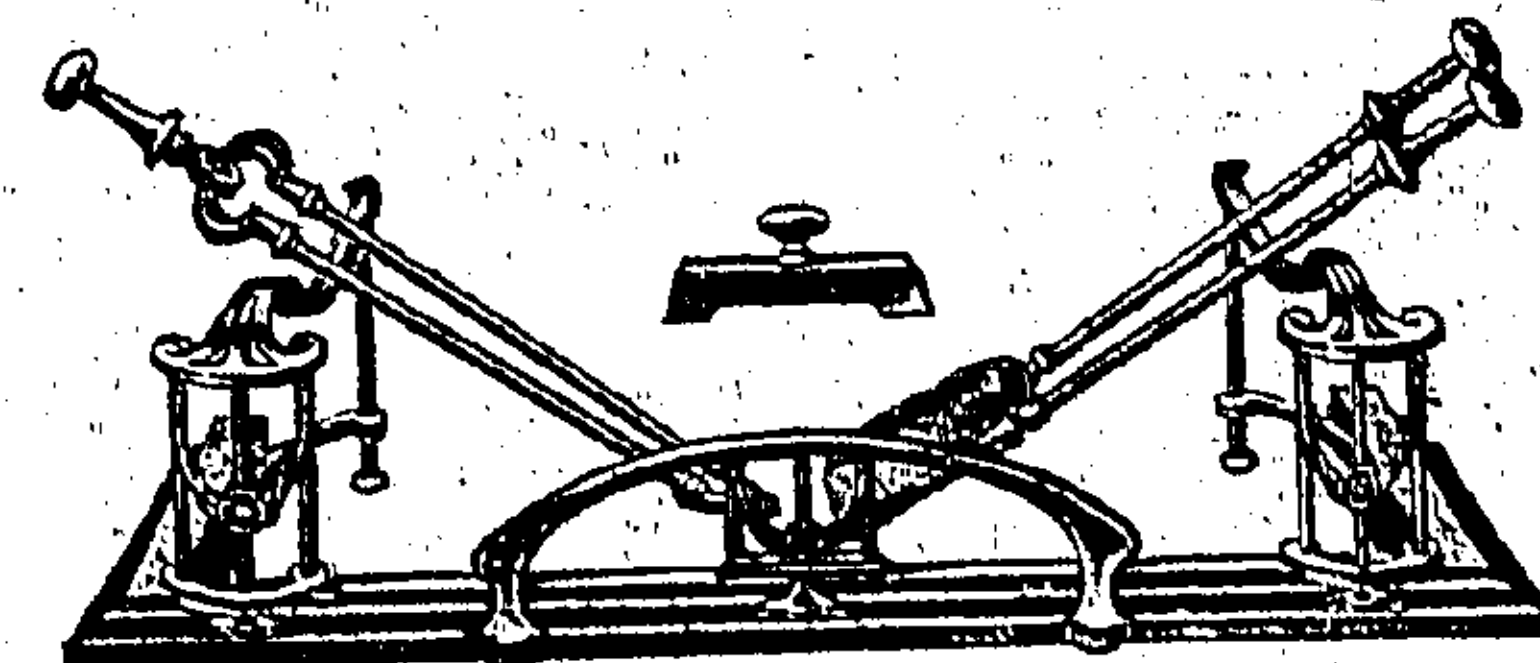
The case in which six Chinese were charged before Mr. E. W. Hamilton at Kowloon Court, with defrauding the Revenue, was continued yesterday. Mr. J. D. Lloyd, Superintendent of Imports and Exports, prosecuted, Mr. Leo D'Almada represented three of the defendants, and Mr. C. A. S. Russ appeared for two of them.

The charges against the men are that they procured spirits of wine, which is a dutiable liquid, and denatured it by mixing shellac with it, thus making it undutiable. Then, when it was through the hands of the Revenue Department, they re-natured it by means of a process of mixing alum with it, and sold it as wine, thus defrauding the Revenue.

Mr. E. A. Lyne, Sanitary Inspector, said that he visited No. 1, Dundas Street, at the beginning of October, prior to the raid carried out by the Revenue officers. Complaints had been made to the Sanitary Department of an awful smell coming from the house. When he visited the premises he found a number of barrels, two of which contained a milky liquid. The remainder were empty. He also found a number of broken jars, but there was nothing insubstantial about the place.

Mr. H. A. Taylor, Assistant Superintendent, Imports and Exports, and also analyst to the Department, gave evidence as to different kinds of Chinese wine, and His Worship again adjourned the case.

## ARTISTIC HEARTH FURNITURE.



Polished Brass Curb Complete with Fire-Irons and Stop - From \$90.00.



Hearth Suites in Brass, Copper, Oxidised Copper, Antique Silver, etc. - From \$40.00.

## We have also a large selection of:—

Coal Vases, from \$ 6.50	Fire-Irons, from \$10.50
Companion Sets, " 17.50	Shovels, " 2.85
Coal Tongs, " 6.00	Dogs, " 11.50
STOPS - " -	from \$5.00

## LANE, CRAWFORD, LTD.

HARDWARE DEPT.

PHONE C. 4567.

## WING ON'S SALE

EXTENDED FOR 20 DAYS.

THOUSANDS OF BARGAINS.

## COLUMBIA "NEW-PROCESS" GRAND OPERA RECORDS

AT

ANDERSON'S.

76

## W.M. POWELL, LTD. Hongkong Hotel Buildings.

### GENTLEMEN'S TAILORS AND OUTFITTERS

NOW SHOWING

EVERYTHING FOR  
EVENING WEAR.

Our Dress Wear is well-known in Hongkong—smartness with comfort being our aim.

DRESS SHIRTS, WAIST-COATS, COLLARS, TIES, SOCKS, SCARVES, GLOVES.

DRESS SHOES & PUMPS.

DRESS SUITS  
A Speciality.





## NEW ADVERTISEMENTS

## NOTICE.

ALICIA CRANE.  
LOIS ROBERTSON.

ANY Person having Information which will lead to the Discovery of the whereabouts of either of the Above-named Persons is Requested to Communicate with—  
Messrs. DEACONS,  
Solicitors,  
1, Des Voeux Road Central, Hongkong.  
[2887]

G.  R.

## GOVERNMENT BILLS, ETC.

**TENDERS FOR SPECIE AND MEXICAN DOLLARS** current in this Colony, for Telegraphic Transfer, on the Local Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock a.m., on the 17th NOVEMBER, 1925.  
The Tenders to state the Total Amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.  
The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."  
The right to accept or reject any or all of the Tenders is reserved.  
Copies of Forms of Tender can be had on application.  
Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 22 George III, Cap. 45 and 41, George III, Cap. 59, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).  
The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company.  
R. A. DOBSON, I. Col.,  
Treasury Chest Officer, R.A.P.O.  
His Majesty's Treasury Office,  
Hongkong, 16th November, 1925. [2886]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA SINGAPORE AND MANILA.

CONSIGNEES per Company's Steamer "DIOMED" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th November. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.  
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the Free Storage period.  
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 23rd Nov. will be subject to Rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 7th December, or they will not be recognised. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 15th November, 1925. [2884]

## HONGKONG BOXING ASSOCIATION.

## THEATRE ROYAL.

NOVEMBER 21st, 1925, at 9.15 p.m.

## FIRST TOURNAMENT OF THE SEASON.

MARINE BETTS,  
H.M.S. Hercules,  
Welterweight Champion of the Colony.

A.B. EWING,  
H.M.S. Hercules,  
Middleweight Champion of the Navy and Marines.

FIFTEEN 2-MINUTE ROUND CONTEST FOR THE WELTERWEIGHT CHAMPIONSHIP OF THE COLONY AND THE SCOTTS-HARROLD BAZZ, AND ABOUT FIVE OTHER MINOR CONTESTS.

Booking at MOUTRIE'S for—  
MEMBERS Only on NOVEMBER 17th and 18th.  
GENERAL PUBLIC on NOVEMBER 19th, 20th and 21st.

PRICES—\$5, \$3, and \$1. [2881]

## TO BE SOLD BY TENDER.

1.—All the Stock-in-trade (including Ghee, Oil, Mustard, Salt, Beans, Drills, Cooking Utensils, etc.) Furniture, Fittings and Miscellaneous Effects, the property of—  
H. KARIM BUX & Co.,  
New being at 34, HAIPHONG ROAD, KOWLOON.

2.—The Goodwill of the Firm of H. KARIM BUX & Co., until recently carrying on business at No. 34, HAIPHONG ROAD, KOWLOON, as General Indian Store keepers.

Tenders must reach the Underwriter from whom Inspection Orders of the Stock-in-trade, etc., may be obtained, before Noon on SATURDAY, the 21st day of NOVEMBER, 1925.  
The Highest or any other Tender will not necessarily be accepted.

ERNEST FROST HARDMAN  
Receiver O.J.A. No. 220 of 1925.  
c/o Messrs. LOWE, BRIDGMAN & MATTHEWS,  
Chartered Bank Buildings,  
Hongkong, 16th November, 1925. [2883]

## INTIMATIONS

## FIRST CHURCH OF CHRIST,

## SCIENTIST, HONGKONG

## ANNOUNCES A

## FREE LECTURE ON CHRISTIAN SCIENCE

BY  
MR. ALGERNON HERVEY-BATHURST,  
C.S.B., or LONDON, ENGLAND.

(Member of the Board of Lectureship of the Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.)

IN THE  
OLD CHAMBER OF COMMERCE ROOM,  
CITY HALL.

FRIDAY, NOVEMBER 20th, 1925,  
At 5.30 p.m.

The Public is Cordially Invited to Attend. [2872]

BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION

## OF

## THE VALUABLE LEASEHOLD PROPERTY

SITUATE at SHAMSHUIPO in the Colony of HONGKONG now known and registered at the Land Office as THE REMAINING PORTION OF NEW KOWLOON INLAND LOT No. 419, Together with 12 Buildings thereon.  
Area—10,554 Square feet or thereabouts.  
Annual Crown Rent—\$54.00.

IN ONE LOT

MR. E. V. M. R. DE SOUSA, Auctioneer,  
AT  
THE CHINA AUCTION ROOMS,  
No. 4, DUNDRELL STREET, Hongkong.

THURSDAY, THE 19TH DAY OF NOV., 1925,  
At 3 o'clock p.m.

For further Particulars and Conditions of Sale, Apply to—  
Messrs. GEO. K. HALL BRUTTON & CO.,  
Mortgagees' Solicitors,  
St. George's Building, Chater Road,  
or to—  
MR. E. V. M. R. DE SOUSA,  
Auctioneer,  
No. 4, DUNDRELL STREET.  
Dated the 16th November, 1925. [2849]

## HONGKONG SMALL INVESTORS'

## SHARE AND REAL ESTATES CO.

## HOUSES, FLATS, BUILDING LOTS,

ESTATES negotiated for Rent, Auction or Private Sale. Management arranged for Clients Proceeding Abroad. Telephone C. 4830, SMALL INVESTORS, 10 DES VOEUX ROAD. [2834]

## TO LET.

TWO ROOMS, TOP FLOOR, QUEEN'S BUILDING.  
Apply—  
HOLYOAK, MASSEY & CO., LTD. [2880]

## TO LET.

ON or About MARCH, 1926, WHOLE FLAT, SPACIOUS SUITE OF OFFICES in the "FRANCIS BUILDING" or "VICTORIA BUILDING," No. 6, QUEEN'S ROAD CENTRAL (between CANTONMENT BAY and MARGARET BAY).  
Apply to—  
BANQUE DE INDOCHINE,  
Chater Road. [2607]

## TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 164, DES VOEUX ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—  
THE MANAGER,  
HONGKONG AND CHINA GAS CO. [2514]

## TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).  
Apply—  
SECRETARY,  
A. S. WATSON & CO., LTD. [2032]

## TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.  
Apply—  
UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

## PREPAID "WANTED" ADVERTISEMENTS

WANTED.—GOVERNMENT to act as House-keeper and also as Companion to a Girl. Give Previous References. Apply—Box No. 136, c/o Hongkong Daily Press. [135]

WANTED.—LADY SHORTHAND-TEACHER with Knowledge of Figures. Apply, stating Salary Required, to Box No. 138, c/o Hongkong Daily Press. [138]

TO LET.—FURNISHED FLAT, JANUARY, 1926, Top floor, ARMAND BUILDING, Kowloon, on One or Two Years' Lease; or Furniture Could be Taken Over. Apply—Box No. 139, c/o Hongkong Daily Press. [139]

## INTIMATION

# FINEST AMERICAN CHOCOLATES

FROM

H. D. FOSS & Co.

FRESH SHIPMENT JUST RECEIVED.

NEW

STYLES

AND

NEW

FLAVOURS.

A. S. WATSON

& CO., LTD.

HONGKONG DISPENSARY.

## BIRTHS.

DE SOUSA.—On November 8th, at 236, Dixwell Road, Shanghai, to Mr. and Mrs. J. M. C. DE SOUSA, a son.  
GORDON.—On October 17th, at Henley-on-Thames, to Gladys, wife of JOHN H. GORDON, a son.

PHILLIPS.—On October 29th, at Harbin, to Mr. and Mrs. HERBERT PHILLIPS, a son.  
SMEDLEY.—On October 26th, at Tientsin, to Mr. and Mrs. W. H. SMEDLEY, a daughter.

## MARRIAGES.

CONLON-BEGGS.—On November 7th, at Shanghai, FRANCES VERONICA BEGGS, daughter of Mr. and Mrs. C. B. BEGGS, of Cheshire, England, to MICHAEL CONLON, son of the late Mr. and Mrs. M. CONLON, of Sligo, Ireland.

HENDERSON-HUTCHINSON.—On November 7th, at Shanghai, MARGARET ETHEL, only surviving daughter of WILLIAM and ELIZABETH HUTCHINSON, Shanghai, to JOHN, only son of GEORGE and SUGI HENDERSON, of Shanghai.

MORGAN-PRITCHETT.—On September 24th, at Syston, FRANK LESLIE, son of Mr. and Mrs. FRANK MORGAN, of Coventry, to EDNA MAY, younger daughter of the late Mr. ARTHUR PRITCHETT and Mrs. ANNIE PRITCHETT, of "The Beeches," Syston, Leicester.

## DEATHS.

BEATH.—On October 27th, in England, Dr. NINA H. BEATH, of the English Presbyterian Mission, Swatow.

DISSELDOFF.—On November 2nd, at his home in Dunoon, Argyllshire, Scotland, JAMES THOMSON DISSELDOFF, formerly of Shanghai.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 17TH, 1925.

## THE TRADE LOAN.

MANY enquiries have been received regarding the Trade Loan, from various quarters, and it will perhaps, therefore, serve a useful purpose to state briefly the present position. When the loan was first announced applications were received for more than the total amount available. Many of the applicants, however, as we have previously pointed out, failed to provide the required information for the proper consideration of their claims.

The committee, therefore, drew up a questionnaire and under this questionnaire the residue of applications considered worthy of detailed study amounted to approximately \$22,000,000. It is with these applications the Committee are now concerned. Already advances of \$3,404,500 have been definitely authorised. There is, however, bound to be some little delay in dealing with the remainder because for the most part the securities offered comprise land or property and these securities naturally have to go to the Resumptions Office to be valued. As far as shares are concerned a schedule of values has been drawn up upon which the Committee work. But land and buildings have to be valued separately and we understand that, broadly, prices are fixed which it is estimated these properties would realise in normal trading periods. A mean is struck between "boom" values and "slump" values and upon such security two-thirds will be advanced if the Committee are satisfied that a fair case has been made out for a loan. As soon as the values have been settled by the Resumptions Office the papers are passed on to the Loan Committee who then immediately deal with each case on its merits. As will be seen, if every applicant receives the full amount now applied for there will still be a few million dollars left over out of the \$20,000,000 placed at the Colony's disposal by the Home Government.

It has been suggested that the conditions of the loan generally are too onerous. That, of course, is a matter of opinion. The term of the loan is two years but a borrower may repay at any time on giving one month's notice or on paying one month's interest in lieu of notice. The rate of interest is 8 per cent. per annum for the first six months and increases by 1 per cent. each half year following. In cases, however, where the borrower is already paying a higher rate on a mortgage which he wishes to redeem such higher rate will be charged, with the general understanding that such higher rate will not exceed 12 per cent. Mortgages have to be prepared by the borrower's solicitors and submitted to the Crown Solicitor for approval. Where the security consists of shares the shares must be transferred into the name of a Government nominee, but a borrower may redeem the shares in whole or in part at any time on giving one month's notice or paying one month's interest in lieu of notice and the costs and disbursements incidental to redemption.

The loan, of course, is primarily intended to avoid hardship due to the abnormal period through which we are passing—certainly not for speculation—and there has been some discussion regarding the means the Government will adopt for guaranteeing that an advance is used in the way in which a borrower says it will be used. In the question of mortgages there is no difficulty because, if necessary, the mortgages can be paid off by the Committee without the borrower handing the money at all. The same conditions would apply to money advanced for the release of goods from the godowns and, it is not anticipated, therefore, that much trouble will be experienced in preventing the cash from being utilised in an unauthorised manner.

Mr. A. Morris, headmaster of Saiying-pun School, has returned from leave, accompanied by Mrs. Morris.

Mr. E. Surman, formerly of Hongkong, is passing through the Colony on the Kamo Maru, on his way to Shanghai.

The return issued yesterday shows that there had been no case of notifiable disease in the Colony during the 48 hours ended November 15th.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., Chan Pak, a cargo boat master, was fined \$15, with the alternative of two weeks' hard labour, for depositing a quantity of earth from his boat into the waters of the Colony on Saturday.

Mr. G. Murray, Assistant Manager of the Hongkong Electric Co., returned from Home on the P. & O. Kashmir, accompanied by Mrs. Murray.

A sale of work in aid of the Industrial Institution for the Blind, Kowloon, will be held at the Y.W.C.A. Rooms, 30, Cain Road, to-morrow. The sale will be from 10 a.m. to 5 p.m.

H.E. Sir Laurence Guillemard, Governor of the Straits Settlements, accompanied by Lady Guillemard, returned to Singapore from Home, on the 7th inst., having travelled out on the P. & O. Morro.

Singapore had a very successful amateur race meeting recently, and we notice that among the riders was Mr. Harriman, formerly of Hongkong. He rode the winner in one race, and was placed in two others.

The Rev. J. Kirk Macdonachie, pastor of Union Church, Hongkong, who has been spending a holiday at Home, returned to the Colony yesterday accompanied by Mrs. Macdonachie. They travelled out on the N.Y.K. Kamo Maru.

The 1st Loyd Regt. will sail from Chinwangtao about November 19th, being due to arrive at Bombay for disembarkation about December 10th, together with the 13th Heavy Battery, which will embark at Hongkong on November 15th.

His Excellency Mr. Varenne, the new Governor-General of French Indo-China, is coming out from Paris, via Marseilles, by the M.M. mail steamer Paul Leat, which is due to arrive at Singapore to-day. M. Bary, the Acting Governor-General of French Indo-China, is meeting the new Governor at Singapore.

In our report yesterday of the annual golf match between the St. George's Society and St. Andrew's Society, it was inadvertently stated that Mr. G. M. Dalgety handed over the trophy to Dr. Black (President of the St. Andrew's Society), whereas it should have read that Mr. W. A. Dowley (President of the St. George's Society) handed over the trophy.

A large man-eating shark was landed by shore fishermen who went out with nets off Tanjong Rhu, Singapore, last week. The shark, which was found to be eight feet long and which weighed over 115 pounds, was caught some 500 yards from the Swimming Club. This is the third shark which has been caught by fishermen since the unfortunate occurrence at the Swimming Club some time ago.

In the Court of Original Jurisdiction before the Chief Justice, Sir Henry Gollan, yesterday, Mr. Somerset Fitzroy, on behalf of the Canton Knitting Co., Ltd., applied for an order to be made permitting the company to file a list of allotments within seven days. He stated that all the allotments had been filed, with the exception of fifteen, which had been overlooked. The order was granted.

Mr. Somerset Maugham, the well-known author and playwright, was at Singapore last week. He proposes to travel in Kedah and Kelantan, and also visit Kuala Lumpur and Malacca. He then intended to go up to Bangkok, return to Singapore, and visit Labuan, Brunei, and British North Borneo. Altogether he expected to spend about six months in this part of the world. The object of his journey was to gather fresh material, and he was also engaged in revising a volume of short stories about Malaya, which had already appeared in various magazines, and which he wrote after his visit to the F.M.S. in 1921.

The toast proposed by Sir Henry Gollan was enthusiastically drunk.

The Hon. Mr. P. H. HOLYOAK said that he spoke on behalf of the civilian community, amongst whom Mr. and Mrs. Gompertz had their warmest and keenest friends. The British, Chinese, and foreign communities had been impressed with the distinction and goodness with which Mr. Justice Gompertz had administered justice. (Applause.)

Concluding, Mr. Holyoak said that both Mr. and Mrs. Gompertz had always stood for those things which were best and highest in the life of the community. (Applause.)

At this stage, Sir Henry Gollan, K.C., presented Mr. Justice Gompertz, on behalf of the hosts, with a handsome silver rose bowl.

MR. GOMPERTZ'S REPLY.

Mr. GOMPERTZ said his heart was too full to address the assembly as he would wish, but he felt he ought to say a few words in return for a very great compliment which they had paid him and for the very generous remarks about himself and his wife.

Mr. Gompertz described his arrival, with his wife, on a Sunday afternoon, over 28 years ago, and their first impressions on arriving in the Colony unexpectedly, with no one to meet them. Since then so many friendships had been established that he could regard Hongkong as his "spiritual home."

The word "home," said Mr. Gompertz, "has two different meanings. First of all, it means the place where you were born and bred and received your education; where your old folks live and where you hope to go home some day and grow roses, and keep a canary, a cat and a dog, and eventually leave your bones. Your other home is the place where for most of your life you do your job, well or ill, where you make your friends, and where people get to know you and form their estimate of you. If one were to be arraigned before a court and asked for one's character one might say, 'Ask the people there: they have seen my life.' That place, to me, is Hongkong."

In some further observations, in humor, our own Mr. Gompertz spoke of the difficulties of bringing up a family in Hongkong in the old days, when there were no assisted passages and no quarters. He concluded by expressing thanks for the kindness, hospitality and warm-heartedness he and his wife had always experienced in Hongkong.

The arrangements for the tiffin were admirably carried out by Mr. A. G. Grantham of the Colonial Secretariat.

## MR. H. H. J. GOMPERTZ.

## PRESENTATION FROM MEMBERS OF THE CIVIL SERVICE.

Mr. H. H. J. Gompertz, who leaves the Colony to-morrow by the a.s. Sarpedon, to take up his new appointment as Chief Justice of the Federated Malay States, was the guest of honour at a tiffin at the Hongkong Hotel yesterday. The hosts were the heads of Government departments, cadets of ten years' standing, members of the general and the legal committees of the Hongkong Chamber of Commerce. The number of persons who sat down to tiffin was 55.

Sir Henry Gollan, the Chief Justice, was in the chair. The guests were H.E. The Governor (Mr. Cecil Clementi, C.M.G.), Sir Matthew Nathan, P.C., K.C.M.G. (formerly Governor of Hongkong), and Sir James Jamieson, K.C.M.G. (British Consul-General in Canton).

At the conclusion of the repast, Sir HENRY GOLLAN, K.C., proposing the health of Mr. Justice Gompertz, said that like all of the civil servants in Hongkong, Mr. Gompertz showed extraordinary versatility. He had been employed in many branches of the Civil Service, but he had always shown a "monal bias" towards the law. The sad part of their lives was these continual partings, and it was so with this farewell. Continuing, he said that in the course of many years they got to know a man's strength and his weaknesses. The administering of law in the Colony was a great deal more than subservience to legal text-books. It required a knowledge of conditions under which they lived and the racial characteristics of the Chinese. It was in this respect—his legal knowledge and his knowledge of the Chinese—that Mr. Justice Gompertz had been a valuable asset to the community. (Applause.)

Continuing, Sir Henry said that Mr. Gompertz was going back to the place from whence he had come. He would find there old friends, but he would surely remember that in Hongkong he was leaving behind him a large number of sincere friends who would watch his new career with the greatest possible interest.

"I am sure," concluded the Chief Justice, "that you will wish me to associate with the name of Mr. Justice Gompertz that of Mrs. Gompertz. We shall follow her also, and hope that in her new life she will have every happiness." (Applause.)

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## CABLES

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]MR. ALAN COBHAM.  
STARTS ON FLIGHT ACROSS  
AFRICA.

LONDON, November 16th.  
Mr. Alan Cobham has departed from Croydon, on a Trans-African flight, via Capt. Town. He is using the 50 H.P. De Havilland in which he recently flew to Rangoon and back with Sir Sefton Brancker.

The machine has been reconditioned and fitted with a 385 Armstrong-Siddeley Jaguar engine. Mr. Cobham's companions are his mechanic, Mr. Elliott, and a film representative, Mr. Emmott.

ABOLITION OF SUBMARINES.  
APPEAL BY LLOYDS MEETS WITH  
GENERAL APPROVAL.

WORLD CONFERENCE POSSIBLE.  
LONDON, November 16th.  
Lloyds' appeal for the abolition of submarines, finds general approval from Press and Public.

The suggestion that Britain should call a world conference to consider the matter is mooted, though it is feared that it is foredoomed to failure since the project has already been torpedoed at the Washington Conference, despite British, Japanese and American support.

It is recalled that Britain has already recorded her opinion in favour of the suppression of submarines, securing the insertion of a declaration to that effect in the minutes of the Washington Conference.

The *Morning Post* says that for this country to raise the question would expose her to a charge of seeking to get rid of the chosen weapon of the smaller Powers, which wrought immense injury to British shipping during wartime.

The *Daily News* argues similarly. The *Daily Chronicle* hopes that with the changed atmosphere since the Locarno Conference, the grim tragedy of the *M1* will bring home to all Governments the need of completing the work unfinished at Washington.

SITUATION IN SYRIA.  
FRENCH REINFORCEMENTS BADLY  
NEEDED AT DAMASCUS.

DAMASCUS, November 17th.  
A grave situation is arising in Syria, owing to the non-arrival of French reinforcements. The strength of the insurgents and brigands is continuously increasing.

The French forces are inadequate and are concentrating on the protection of towns and railways. Everywhere else the insurgents roam unhindered. The latter are already knocking at the gates of Damascus. Even Beirut is not free from the threat of attack.

At any time in the past three weeks, the Druses could have captured Damascus. They refrained as they did not wish to see the city in ruins.

In the circumstances, the possibility of a general rising throughout Syria has to be reckoned with.

The Emirs Taher and Ezzed Din, who were arrested after the bombardment of Damascus, have been released. Taher has been prominent in the recent disorders in protecting Christians.

## NOT YET DESPERATE.

LATER.  
The situation is not desperate if sufficient reinforcements arrive promptly. It is understood that 2,000 men have just landed at Beirut.

## EARLIER CABLES.

## BRITISH ARMEN.

REACH EL FASHER ON RETURN  
FROM GENEVA.

CAIRO, November 16th.  
The three British airmen who flew to Nigeria have arrived at Gena on their return from Kano.

## REACH EL FASHER.

EL FASHER, November 16th.  
The British aviators have arrived from Gena.

## THE SUNKEN "M.I."

AN ATTEMPT TO SALVE BRITISH  
SUBMARINE.

LONDON, November 16th.  
According to the *Observer's* Berlin correspondent, the British destroyer *Wolfhound* is rushing to Plymouth with a new diving equipment and some volunteer divers from Kiel Arsenal with a view to an attempt to salve the *M.I.*

## ALUMINIUM SUIT.

The equipment, which will enable divers to work at a depth of 500 feet, consists of a rigid, aluminium diving suit resembling a suit of mediæval armour. Attached to the outside of the apparatus are several tanks which are filled with water in order to give the necessary weight to the diver. When the diver wants to rise these tanks are blown out by means of compressed oxygen stored inside and controlled by the diver who is independent of air from above as he has oxygen sufficient for three hours. The diver always has a normal pressure in one atmosphere and does not suffer any inconvenience. He can be lowered or raised in two minutes as compared with three-quarters of an hour for the ordinary diver, who must be lowered and raised slowly, in order to enable the body to adapt itself to the different pressures. The diver communicates with a vessel telephonically through a steel cable. It is thought that the new apparatus will be most useful in pearl fishing.

## BRITAIN AND SOVIET.

COMMANDER KENWORTHY IS  
INDIGNANT WITH F.O.

LONDON, November 15th.  
"Deliberate rudeness and petty pin-pricking, unworthy of a great people," is Commander Kenworthy's indignant description of the fact that the Foreign Office was not represented on the occasion of M. Rakovsky's departure from Victoria yesterday to represent the Soviet Government in Paris, and also on the occasion of an official reception at the Russian Embassy in London on November 7th. Mr. George Lansbury and other Labourites including Mr. Oswald and Lady Cynthia Mosley, and the Turkish Ambassador said farewell to M. Rakovsky, who, in an interview claimed that Anglo-Russian relations were very much better than when he came to London. He hoped that M. Krassin, his successor, would improve them still further.

## ELECTIONS IN AUSTRALIA.

MR. BRUCE CONFIDENT OF  
GOVERNMENT MAJORITY.

MELBOURNE, November 15th.  
The elections generally have passed off quietly. Mr. Bruce has been re-elected with a tremendous majority.

## UP TO DATE.

LATER.  
The result of the elections up to the present appears to be that the Government has 46 seats and Labour 23 seats in the House of Representatives respectively. The Senate figures are most intimate. The Senate is confident of a complete but Mr. Bruce is confident of a Government majority in the Senate. Mr. W. M. Hughes has been re-elected by a majority of 17,000 for North Sydney.

THE LENA GOLDFIELDS.  
AGREEMENT FOR CONCESSION IS  
NOW CONCLUDED.

MOSCOW, November 15th.  
The concession agreement for the Lena goldfields, which was provisionally concluded in April last between the President of the Supreme Concessions Committee of the Empire and Major and Mr. Walter Lyman Brown and Major Frederick Gwynne, representing the Lena Goldfields Company, has finally been signed by M. Djerzinski, President of the Supreme Council of Public Economy, on behalf of the Soviet Government, and countersigned by M. Litvinoff. The conceded enterprises have already been delivered to the concessionary.

## GENERAL SARRAIL.

NOT PESSIMISTIC WITH REGARD  
TO SYRIA.

PARIS, November 15th.  
General Sarrail has arrived. He was met at the station by M. De Jouve, and was subsequently received by M. Painlevé. General Sarrail, in an interview, declared he was not pessimistic with regard to the situation in Syria. There could only be one Moslem policy for France in Africa and Syria.

FAR EASTERN CABLE  
NEWS.

[THROUGH REUTER'S AGENCY.]

## WAR IN NORTH CHINA.

ALLEGED REASONS FOR FENG-  
TIEN DEFEATS.

PRESTIGE LOST AND WON.

PEKING, November 16th.

The defeats of the Mukden forces at Haichowfu are reliably stated to have been due to the fact that they could not rely upon the Shantungese, who formed the bulk of their armies.

Marshal Chang Tso Lin then apparently decided to fight Marshal Feng Yu Hsiang, only to find a big percentage of the armies around Tientsin and Peking—who are ex-Chihliites—equally unreliable. Therefore he was compelled to yield without fighting.

As a result of the surprising events of the past month, Chang Tso Lin has lost immensely in power and prestige.

Wu Pei Fu, after emerging from his retirement, has remained ineffective at Hankow. Hence he also has lost prestige.

On the other hand, Feng Yu Hsiang and Sun Chuan Fang have gained proportionately and at present are regarded as the two leading militarists. It is already hinted that relations between them are not good.

## MUTINOUS TROOPS.

SHANGHAI, November 16th.

A *Reuter* dispatch from Tsingtao reports that the mutinous Fifth Shantung Division fired on a Fengtien White Russian Brigade from the rear, while the Russians were endeavouring to stem the advance of the allied forces.

The majority of the 3,000 mercenaries were killed, including some of an armoured car party.

Those wounded received no aid until foreign medical men from Tsinanfu dashing proceeded to the fighting area. The medical men brought back the wounded, many of whom are suffering with gangrene.

The despatch says that the Fengtien troops in Shantung are mostly Shantungese; and it would not be surprising if the majority went over to Marshal Wu Pei Fu, as the whole population strongly favours the allied forces.

## RED CONTROL IN SOUTH.

NEWS FROM PEKING OF DOINGS  
IN KWANGTUNG.

PEKING, November 16th.

Messages from South China indicate that the Reds have driven out the anti-Reds from Kwangtung. They are preparing to follow them into Fukien and complete the annihilation of all armed opposition to the Red control of Kwangtung. General Teng Pei Yin, Tupan of Hainan, has telegraphed to Peking, asking for the despatch of a cruiser to prevent the Reds landing at Hainan.

## MANNA "FLOATED."

BANSTEAD MANOR STUD FORMED  
BY MR. E. E. MORRIS.

LONDON, November 16th.  
The Derby winner, Manna, has been turned into a limited liability company, with a capital of £20,000 in one pound shares. They are mostly held Mr. E. E. Morris and his wife. The company is called the Banstead Manor Stud Company.

Originally it was intended to float all Mr. Morris's racehorses, but it was found to be against the Rules of Racing, although there is no objection in connection with horses at stud.

## LOAN FOR YOKOHAMA.

MUNICIPALITY HOPES TO RAISE  
THREE MILLION YEN.

TO BUY FOREIGN LEASEHOLD.

TOKYO, November 16th.  
It is learned from reliable sources that the Yokohama Municipality contemplates floating an internal loan of yen 3,000,000. The money is needed to purchase part of the foreign perpetual leases.

## M. KARAKHAN.

SOVIET ENVOY IS RETURNING  
TO PEKING.

MOSCOW, November 15th.  
M. Karakhan, the Soviet Envoy to China, left here to-day for Peking.

BRITISH POLICY OF STATE  
CREDITS.MANCHESTER MERCHANTS' CRITIC-  
ISM OF GOVERNMENT'S ACTION.

It is useless to get into a panic, and it would be pitiful to resign ourselves to despondency. We must think hard and work hard, and if this is done with determination, Britain will not go down.

This comment on the situation which British industry has to face, was made by Mr. Lennox B. Lee, head of the Calico Printers' Association, presiding at the annual meeting of the Manchester Branch of the Federation of British Industries, in a speech in which he raised the question of "Is England Done?"

Answering the question he had asked, the speaker said he did not think so. "But we have serious difficulties to face," he added, "and they can only be mastered by persistent effort."

To some extent, he said, unemployment was encouraged by the dole, but the bulk of the men registered as unemployed were honestly unable to find work because the industries to which they were attached could not find markets for their products.

Recently four mines in South Wales, owned by the Powell Duffryn Company, were shut down. They were modern mines in possession of every facility for economic production, but they were closed because the coal could not be sold at a price to cover the cost of production.

If England was unable to find markets abroad for her exports, she would in a few years be unable to pay for the food imported to keep alive her large and rapidly growing population.

We must import food, and in the long run could only pay for that food by exporting our products.

## THE BIGGEST PROBLEM.

The condition of our export industries was the greatest of all our national problems. Obviously it could not be improved by further multiplying the number of sheltered or safeguarded industries. The privileges conferred on these only added to the difficulties they had to face without any shelter from the cold blast of world.

Nor was anything to be gained by advancing Government credits to particular firms, as was being done by the Trade Facilities Act.

A firm with a reasonable chance of doing profitable business could obtain ample credits from its bankers. In practice Government credits were only asked for when the business was so doubtful that no prudent banker would touch it. As an example of how Government credits were operating, he said that although the existing machinery for giving and printing piece goods is unyielding and printing piece goods is unyielding to the extent of 40 per cent. employed a new firm was applying for a State loan to put up more machinery for the same purpose.

## WHO WILL PAY?

Similar considerations applied to Government export credits. A British firm with a reasonable chance of doing profitable business abroad had no difficulty in getting a banker's credit. An export credit was a form of subsidy less serious in amount, but essentially of the same character as the coal subsidy.

If the Government is to subsidize one industry by not every industry, but where was the money to come from? No animal had yet been discovered that could live by feeding off his own tail.

These subsidies amounted to dumping and would provoke retaliation in the form of hostilities. In reference to the proposed Government Inquiry into the state of trade, Mr. Lennox Lee said the mere fact that it was being held might induce many people to fold their arms and wait for a report, instead of busying themselves to improve their own trade.

Instead of more Government advice and Government interference the country wanted much less.

## MAIN CAUSE OF DEPRESSION.

The burden of taxation national and local, was one of the main causes of our industrial depression.

Money that should be used to finance industry was taken from the taxpayer to provide salaries for armies of officials and to meet the cost of doles for unemployment, fixed at a scale which was unjust to the men who are maintaining themselves by work.

Local rates were a direct charge on every undertaking, and under the absurd franchise system now existing the owners of these undertakings, who provided a large proportion of the local revenue, had to go, vote, while the recipients of outdoor relief are able to vote both for the Poor Law Guardians and for the members of the local Councils.

If our industries were to recover their pre-war vitality they must be relieved of these burdens.

## PRIVILEGED WORKERS.

The present Government, unfortunately, though it won a majority on a pledge of economy, had increased the national expenditure, and there was no prospect of any serious reduction in taxation.

Nor could the nation hope for better treatment from the Opposition. It was, indeed, largely to Socialist influences that they owed the unfair privileges conferred upon workers in sheltered industries and extravagant scales of outdoor relief, as compared with wages of men engaged in export trades and in agriculture.

Meanwhile we have to face the industrial problems of to-day. We had to think hard and work hard, each in his own business, men as well as masters.

HARASSED HOUSEWIVES OF  
THE EMPIRE.All the world over the same tale is told.  
Trained domestic servants are more and more difficult to obtain.

Visiting in the last few years all the British Dominions, the United States, South America, and the Orient, everywhere I heard the housewives' plaint. Why women of all nations now prefer the industrial to domestic work is one of the problems of the century. Some people blame the modern girl's education, and say it does not foster her domestic instincts; others blame the mothers who do not impress upon their daughters that they can have no better training for their own married life than working in a well-run household, or in the care of well-brought up children.

In Canada and America wages are so high as to be prohibitive to all but wealthy people. Housewives with an income which could pay for several maid-servants in England even at the present rate are glad to secure one decent Irish immigrant girl, and pay her four pounds a week, for any work she can do. Owners of large houses have closed them and gone to live in hotels or service apartments, despairing of running their households without sufficient help.

A few homes without sufficient help. One friend, trained, expect high wages. One friend of mine, in California, pays her Chinese maid of all-work 125 dollars a month, more than the salary of a Japanese admiral! Even in India, once the paradise of the Mem-sahib, well-trained servants are more difficult to obtain, and ask treble wages for less efficient work. As Indian servants cannot break their caste by doing such other work, a large number is necessary. But if the good old kind are found, and they like their employers, no more faithful and devoted servants can be had anywhere, given certain perquisites. They can always rise to an emergency.

A friend of mine, whose wife was in England, invited three men friends to dinner, and forgot to tell his butler until he came in from the club about an hour before dinner-time.

"Oh, sahib," said the man respectfully, "Why did you not tell us at 11 o'clock? Who are the sahibs which come?" My friend named the expected guests, among them a bachelor named Anderson, who was to be a guest of honor, and a well-cooked and plentiful dinner was de-couraged was served. The host was delighted and afterwards congratulated the butler, and asked how they had managed to produce so many dishes at such short notice.

"Sahib," said the butler, "We knew that Anderson sahib would have forgotten to tell his butler he not in for dinner, which would be ready, so we sent the messal to fetch Anderson sahib's dinner; with yours, it was enough."

It is usual, when asked to dinner, in small Indian stations, to enquire if a servant is also wanted. And not only that, but one often finds oneself eating with familiar cutlery! The butler borrow from each other when necessary. Among a long list of servants is the "derzie," the dressing-man, who sits on the veranda and sews and is paid by the month like the others.

In Australia, outside the metropolitan areas of Melbourne and Sydney, there are few trained servants. "Home helps" and lady helps are in great demand and not just help ladies. A housewife who is lucky enough to secure a competent girl treats her well, in fact often she rules the household, which is afraid of losing her! And she settles her own hours of work and "outings."

Hotel servants, male and female, in Australia have their hours of work and wages fixed by law. They work an eight-hour day for five and a half days a week! And therein lies an obvious answer to the question "why women prefer industrial to domestic work?" They like their Saturdays and half Saturdays off each week, and the evenings. And no mistress, they are once dreaded "She" of whom they are no longer in awe.

But women wear out more quickly in industrial work, and are apt to be pushed aside by a younger, more nimble worker; whereas, what a pearl of a servant, elderly well-trained servant! Most housewives are delighted to secure one to share her responsibilities.

In New Zealand the housewife has, indeed, cause to wait. For in New Zealand there is no "servant class." The native Maori seldom makes a good household worker, preferring to live in her "Paki." The few Chinese are laundry workers or of a shopkeeping class. Farmers' daughters, who would be "in service" in England, in New Zealand do not dream of earning their living outside their homes. The few women who go to work in factories or shops make for the largest towns like all the rest of the world.

So I found the plucky New Zealand housewife struggling single-handed, and bringing up families of straight healthy youngsters at the same time. Most children have their daily household tasks, for which they are paid small sums, which they are encouraged to save. Many thrifty young Scottish-New Zealanders in the south island have banking accounts of money earned "helping mother."

And the men of the family help, too, in the evenings. The head of the house does not think it beneath his dignity to wash up dishes after the evening meal, for his wife has had a strenuous day. If they are growing wheat, or sheepfarming, she has to cook for herds of casual labour as well as her own family. Sheep-shearers and thrashers expect three hot meals a day, interspersed with tea and "good cake" at intervals! "These men are difficult to feed and so hard to please," said one harassed housewife.

Many of these New Zealand women are gentlefolk born, but brought up to work and not expect attendance of any sort. They speak of England as "home," although many of them have never been out of New Zealand. South, except perhaps on a honeymoon trip to the north island.

(Continued on next column.)

CHINESE TALE OF AN ARMS  
DEAL.

ALLEGATIONS AGAINST GERMAN.

An indication that the ways of the militarists in procuring arms are not as smooth and untroubled as might seem, is given says the *N. C. Daily News*, by a report in the Chinese papers that a German, attempted to negotiate a deal and, failing in it, tried to abduct with 8200,000. The scene of the drama was Tientsin, the kindly and susceptible old gentleman was none other than General Li Ching Lin, Tupan of Chihli, while the ramifications extended from Tientsin to Mukden and Hamburg. The denouement occurred in Shanghai.

No details of the proposed deal have reached Shanghai or how the alleged swindler got hold of the money, if he ever did; but at least, according to the vernacular papers, the Chinese authorities interrogated him while in custody, and he is said to have admitted his guilt. Of the amount, the account goes on to tell, he had sent \$10,000 to London, of which he drew \$11,000. On the remainder the bank stopped payment, when they had been informed of the transaction.

It would seem from sparse details available, that the German, after he got hold of the money, left Tientsin for Shanghai rather hurriedly, probably by train, as that was before the local war broke out. In company with a German woman he secured passage to Hongkong on a P. & O. steamer, but could not land in the southern port because of irregularities in his passport, with the consequence that he was shipped back to Shanghai on the R.M.S. *Empress of Canada*.

The Chinese authorities applied to H.M. Consulate-General for a counter-signed warrant, which would be recognized by the captain, so they might board the ship and arrest him. Accompanied by a representative of the Consulate the Chinese police officials went to Woosung. Chinese police brought their man back to Nantao, where he has been held in custody since. The woman, as far as has been learned, is still at large. The prisoner is to be taken to Tientsin when transportation becomes available.

## PHILIPPINE LEGISLATION.

AN ANTI-TRUST LAW.

Senate Bill No. 207 passed by both houses of the legislature in the Philippines prohibits monopolies and "combinations" which "restrict commerce" in the islands. It provides a fine not exceeding \$25,000 or imprisonment not over one year against any person who monopolizes or forms combinations with other persons for the purpose of controlling a certain portion of the commerce or traffic in the islands.

Another measure passed by both houses is Senate Bill No. 20, levying a specific tax on motor spirit and on rubber tyres, and allotting the proceeds for the maintenance, improvement and construction of highways.

Even in South Africa, where coloured labour is abundant, I heard the housewives' cry. At the Cape, the ranks of the white-browns have been depleted by the new tobacco factory; the residue are not trained servants and take service only till there is a vacancy in the industrial world.

Up country, where domestic servants are usually native boys of any age up to 30! I heard conflicting accounts of their quality. Some mistresses had no good words to say of their dusky helpers. They are like children, full of cunning, but often dishonest, unclean, and not even civil. Education ruins them, they grow more insolent every day.

But other housewives take a more charitable view, and said, just with patient training and constant supervision the native boys make good domestic servants. In Rhodesia and Natal we found hotel servants, Indians and red asses, transclothes, turbans and an atmosphere of Calcutta or Bombay, except that in South Africa Indian servants can wear shoes without disrespect to the sahibs.

Zulu boys make good servants with careful training. One mistress said, in twenty years' experience only one house-boy had cheated her. Once will trained they carry on without undue supervision. But Zulu boy likes a week's holiday twice a year to plant his mealie patch, or buy a new wife! To buy the wife he borrows five to six pounds from his mistress to purchase the necessary cow, and the lends it, deducting it week by week from his wages on his return.

On isolated homesteads these harassed housewives run grave risks. How much better it would be if they could have "home helps" of their own sex and colour. When one thinks of Britain's two million surplus women! and many more than that who cannot hope to marry and have homes of their own, it seems as if the women of the Empire should help each other and mutually benefit.

In Rhodesia, I was told it had been tried in isolated cases, but it was merely running a matrimonial agency! Even so, it will not meet the countries' need. In all vast empty lands, more population is needed, stalwart sons of pure white blood to carry on the race. The New Zealand Government gives free passages to women who will do "domestic work," and sign an agreement not to marry for one year after leaving the country. Why do not all the other countries follow their example?—GAIL L. MONROW in *United Empire*.







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AUGUST 8TH.  
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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## PLIGHT OF BRITISH SHIPBUILDING. EXPERTS REVEAL ALARMING SITUATION.

The "serious position" which faces British shipbuilders was represented in expert evidence given by Sir Westcott Stile Abell, of Lloyd's, before a special sitting of the Glasgow Valuation Appeal Court recently.

Expected to sit for several days, the Court is hearing an appeal by 140 shipbuilding and engineering concerns against valuations entered against them by the City Assessor of Glasgow, who proposes an assessment fixed on 1914 costs, plus 25 per cent. increase.

Appellants' claim the 1914 basis less 33 per cent. Sir Westcott stated roughly the world output in 1913 was 3,500,000 tons of merchant shipping. Pre-war shipbuilding capacity was 5,000,000 tons, including merchant and warship tonnage. Of her total capacity Britain produced about 2,000,000 gross tons of merchant ships, and the equivalent of warships to about 500,000 gross tons. The world tonnage in 1914 was 49,000,000, as compared with about 84 million tons at present.

Six million tons were laid up today, and he estimated that a per cent. of the world tonnage was operating at a loss. There was a considerable surplus in the shipping of the world which he estimated as about 10,000,000 tons. During 1923-24, and the year ended June 30th last, the world output of shipping had not exceeded 2,500,000 tons per annum. He estimated that the year's likely output would be the world's demand, and that he reckoned as not more than 2,500,000 tons for some time to come.

In conclusion, he considered the shipbuilding capacity of the world was now 10,000,000 as compared with a pre-war capacity of 5,000,000. With the shipping surplus of 10,000,000 tons the situation was serious. The total world's shipbuilding demand could be turned out in the yards of the United Kingdom and still leave room for more.

Sir John Hunter, chairman of Sir William Arrol & Co., told the Court the demand for construction work had almost completely disappeared within the past few years. There was a very large surplus of engineering work in the country built to meet war demands.

## EX-ENEMY DEBTS.

GERMANY PAYS £79,150,000.

Steady progress is being made with the settlement of British subjects' claims against ex-enemy countries and of the claims of ex-enemy nationals in respect of property and debts in the United Kingdom. The volume and complexity of the work involved is indicated in the annual report of the clearing office, which records that since the outbreak of war the registration returns of enemy property alone fill 1,050 volumes, containing upwards of 70,000 separate registration returns, each of which in its turn comprises in the majority of cases a number of separate items of property.

Since the publication of the last annual report British claims against Germans under Article 296 of the Treaty of Versailles to the number of 8,935 and of the declared value of £2,772,200 have been finally disposed of, leaving 4,132 claims for £8,055,392 still outstanding. During the same period 50,708 German claims for £2,174,229 have been settled, and the number of outstanding German claims has been reduced to 8,400, amounting in value to £2,182,900. The property claims under Article 297 finally disposed of during the twelve months under review amount in number to 1,680, in respect of which £9,107,957 was claimed. The treaty provides that these claims must be adjudicated upon by the Mixed Arbitral Tribunal.

Under the agreement with Germany for the automatic admission of all claims of £50 and under 45,341 claims have been admitted.

The total sum paid by the clearing office to British creditors and claimants up to the date of the report in respect of claims against German nationals and the German Government is as follows:—

Debts	£49,361,905
Proceeds of liquidation	19,848,968
Compensation	9,930,200

Total £79,150,074.

With the prompt payment by the Austrian Government of the bi-annual instalments of £250,000 and £100,000 on account of arrears, two additional dividends of 4s. 4d. and 2s. and 2s. in the pound have been declared on Austrian debts, making aggregate dividends of 12s. in the pound. Further dividends, it is added, may be confidently expected. The total number of British debt claims notified under Article 243 of the Treaty of St. Germain was 18,636, amounting in value to £14,191,206. Of these 15,038, amounting to £13,531,110, have been finally settled, either by admission, rejection, or withdrawal. Of the Austrian debt claims, numbering 110,638 and amounting to £23,510,912, 9,928, amounting to £2,965,118, have been similarly adjusted. Property claims by British nationals under Article 249 numbered 351, and were of the value of £2,412,244. Of these 188, for £2,600,357, have been finally dealt with. The remainder will have to be adjudicated upon by the Mixed Arbitral Tribunal.

With dividends during the year under review of 2s. and 1s. in the pound, the total distribution on Hungarian property amounts to 4s. 6d. in the pound on admitted claims. Up to the date of the report 12,467 debt claims had been lodged by British creditors under Article 231 of the Treaty of Trianon, claiming £28,454,476, of which 8,959 had been admitted by the Hungarian Clearing Office for £24,863,308.

## AMUNDSEN IN LONDON.

## THE FLIGHT TOWARDS THE NORTH POLE.

Captain Amundsen, lecturing at Westminster recently, gave a graphic description of his flight towards the North Pole. The large audience present included M. Vogt, the Norwegian Minister. Captain E. R. G. Evans, who was second in command to Captain Scott on his last expedition presided.

Captain Amundsen's lecture was illustrated by many coloured slides made from photographs taken during the expedition. He said their hopes of breaking right through to the Pole were small, as the flying radius of their aeroplanes was too short. To reach the Pole had for him but slight importance, as he had always considered Peary as the first man on the spot. The only thing of significance was the much larger area one would survey. In addition to the increase of geographical knowledge, they hoped to add their quota to meteorological knowledge.

The lecturer described the beginning of the flight on May 21st and the flight of the two machines over the pack ice. He referred to the announcement on May 22nd of the mechanic in the aeroplane in which he was travelling (N. 25) that half of the petrol supply had been used, and said that shortly afterwards the rear engine misfired, with the result that a landing became imperative. They were compelled to make for a small channel with walls of pack ice. "We were caught, like rats in a trap," he added. The other aeroplane (N. 24) had also been compelled to land, and the Norwegian flag, waving over a tremendous ice wall about 45 miles away, indicated the position of the men of the other machine. Communication was established, and the members of the party joined forces in an endeavour to save the aeroplane N. 25.

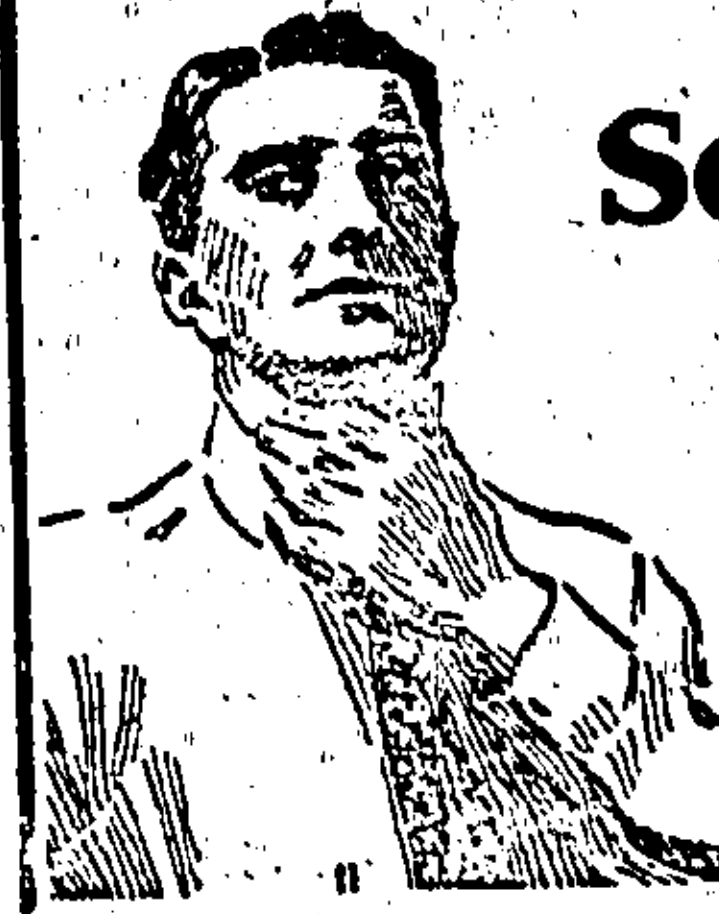
## FIGHTING THE ICE.

Captain Amundsen gave a vivid account of the difficulties experienced by the party when fighting the ice in their attempts to free the aeroplane. "It was," he said, "a battle for life." Near them was a huge mass of ice which seemed to watch them like a Sphinx. There was a critical period when the main body of the pack of ice had forced itself close to the aeroplane and was but a few yards away. They imagined they could see the Sphinx nodding its head and chuckling with joy; now it was going to get them. But it was mistaken. The six men on whom it was gazing were not the same six as had come through the air from climes serene and filled with the good things of life. The men it saw were six who, hardened by bad luck, utterly exhausting work and hunger, did not fear anything on earth—not even the Sphinx.

No one could understand the feelings which took possession of them when the machine was freed. A course was set for the north coast of Spitzbergen, and the Rolls-Royce engines gave them resolute confidence.

The lecturer referred to the difficulties encountered on the journey owing to fog, their joy when they saw the mountain peaks of Spitzbergen, and the landing on North Cape, North East Land. He said he knew many people were asking, "What was the result of this?" (Continued on next column.)

## Sore Throat



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## "TOP NOTCH"

### "KING GEORGE IV"

#### Scotch Whisky

Sole Agents:

GANDE, PRICE & Co., Ltd., HONG KONG.

expedition!" His reply briefly was, 200,000 square kilometres of new territory.

Captain Amundsen referred to the difficulty of landing an aeroplane in the Polar regions, and said they intended to start next year to try to finish the plan of flying from Spitzbergen to Alaska. They had bought an airship from the Italian Government which had a radius of action of 8,000 kilometres.

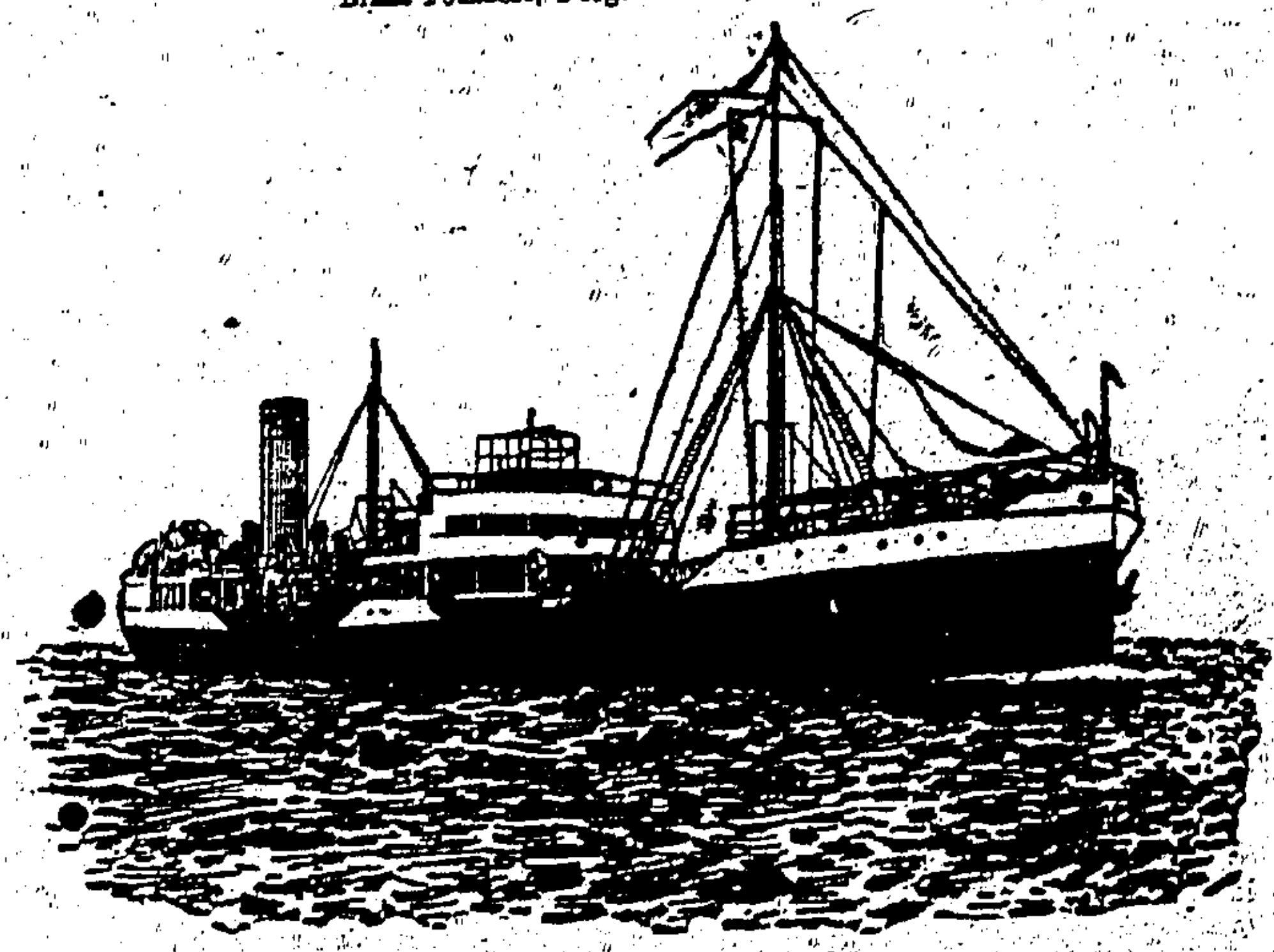
PALACE	HOTEL
Mr & Mrs H. A. Adamson	Mr J. O. Ralston
Mr J. B. Cox	Mr T. Sanborn
Mr W. S. Cuff	Mr & Mrs R. B. Springer
Mr C. Earnshaw	Mr W. A. Sturges
Mr A. F. Johnson	Mr C. R. Warren
Mr H. Johnson	Capt. A. Warren
Mrs McCaw	Mr & Mrs E. A. Wemyss
Mr B. J. & H. Moore	Mr A. B. Wise
Mr & Mrs J. H. Osberry	Mr & Mrs Jace
Mr P. F. Palmer	Mr J. J. Tappan

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

427' 0" x 53' 1" x 31' 0" 8,400 tons d.w. x 3100 HP

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO. LTD., being one of four similar vessels built for the same order. Please address enquiries to the Chief Manager, R. M. DYER B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.



## SHIPPING NEWS

## ARRIVALS.

November 16th.

*Hoi Nam*, Portuguese str., 434 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. C30—Kwang O.S.S. Co.

*Honolulu Maru*, Japanese str., 3,541 tons, Capt. M. Fujita, from Bombay and Singapore, with general cargo and cotton, lying at buoy No. A29.—O.S.S. Co.

*Kwongchow*, British str., 1,989 tons, Capt. F. A. Lovgrove, from Hoibow, with a general cargo, lying at buoy No. B31.—B. & S.

*New Mathilde*, British str., 342 tons, Capt. E. G. Rapley, from Haiphong and Pakhoi, with 1,600 tons of general cargo, lying at buoy No. C30.—Yik Tai S.S. Co.

*Sunning*, British str., 1,564 tons, Capt. G. D. Mills, from Shanghai, and Amoy, with a general cargo, lying at buoy No. B3.—B. & S.

*Tjialak*, Dutch str., 3,813 tons, Capt. D. Pals, from Sourabaya and Muntok, with general cargo and sugar, lying at buoy No. A24.—J.C.J.L.

November 16th.

*Carl Legien*, German str., from Whampoa, lying buoy No. A37.

*Ceylon*, Swedish str., 3,335 tons, Capt. H. Borin, from Singapore, with a general cargo, lying at Kowloon Wharf.—Gilman & Co.

*Kamo Maru*, Japanese str., 7,954 tons, Capt. S. Shiratori, from Singapore, with 427 tons of general cargo for Hongkong, lying at Kowloon Wharf.—N.Y.K.

*Kut Sang*, British str., 3,843 tons, Capt. V. McHiddell, from Osaka and Kobe, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

*Phumphen*, British str., 1,065 tons, Capt. A. W. Hall, from Saigon, with general and rice, lying at buoy No. A3.—Wo Fat Shing.

*President Grant*, American str., 3,405 tons, Capt. M. M. Jensen, from Manila, with a general cargo, lying at Kowloon Wharf.—A.O.L.

*Tilava*, British str., 6,153 tons, Capt. P. W. Rowe, from Calcutta, via Rangoon, Penang and Singapore, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

*Toyooka Maru*, Japanese str., 4,388 tons, Capt. J. Tsuji, from Singapore, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

## CLEARANCES.

November 16th.

*Anhui*, for Amoy.

*Carl Legien*, for Singapore.

*Ceylon*, for Shanghai.

*Diamond*, for Saigon.

*Fook Sang*, for Singapore.

*Hin Sang*, for Sandakan.

*Honolulu Maru*, for Moji.

*Kamo Maru*, for Shanghai.

*Toyooka Maru*, for Kobe.

*Vulcanus*, for Foochow.

*Yuking*, for Hongkong.

*Yuen Sang*, for Takao.

## PASSENGERS.

ARRIVALS.

Per s.s. *Kamo Maru*, from London and ports—For Hongkong: Mr. H. C. Burgess, Miss J. M. Connan, Mr. W. S. Harriot, Dr. and Mrs. D. Landsborough and two children, Mrs. F. W. Laurel and child, Mr. Y. H. Loke and child, Rev. and Mrs. J. K. Macdonald, Miss S. V. D. Mensbrugger, Mr. A. Shister, Mrs. N. C. J. B. Verdoorn and child, Mr. L. Yuen, Mr. F. E. Zuehl, Mr. A. Tadami.

Per s.s. *President Grant*, on November 16th:—For Hongkong, Mr. Einer Anderson, Miss D. Gray, Mr. and Mrs. Hugh Hunter, Mr. Yip Kai Jon, Mr. and Mrs. C. J. Kelly, Mr. K. Macjima, Mr. and Mrs. F. D. Stephens, Mr. R. S. Tapia, Mr. P. Verdoorn, Mr. Fanny Yu, For Shanghai: Mr. and Mrs. A. A. Bryant, Col. Brooks Nichols, Mr. and Mrs. Wm. P. Patten, Mr. Mark L. Page, Mr. Isaac Debourgo, Mr. W. P. Liphard. For Seattle: Mr. J. A. Thomas.

## VISUAL DEPTH FINDER.

According to *The Army and Navy Journal* (Washington) the American Navy Department has authorized a test of a visual depth finder in the U.S.S. *Falcon*, which has been developed in the Washington Navy Yard. If it is a success the commander of a ship will have before him at all times a dial showing the depth of water beneath the keel while the vessel is under way. The sound waves from the bottom of the ship pass through a tunnel amplifier, which operates a relay and a mechanism which records the depth of water on the dial. It is hoped that the new machine will be an improvement on the many sonic devices already in existence.

## THE "BATAREIA."

TOWED TO HONGKONG BY THE "PHRANANG."

According to a report made to the Harbour Office yesterday, the s.s. *Batareia* met with an accident during the week-end when on her way South to Kwang Chow Wan.

It appears that the vessel broke her shaft, and after drifting helplessly for some time the s.s. *Phranang*, owned by the Cheong Yue S.S. Company, also bound for Kwang Chow Wan, fortunately, hove in sight and stood by to render assistance.

The *Phranang* took the *Batareia* in tow and brought her back to Hongkong, after a heavy pull against the N.E. monsoon. The *Batareia* was in dock during July.

## SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 71, of which 39 were British.

For the 24 hours ended at 9 a.m. yesterday there were 13 arrivals, of which seven were British, one Portuguese, one Swedish, one Dutch and three Japanese. The departures for the same period numbered six and there were two vessels clearing.

Cargo entered was very heavy, there being a total of 14,364 tons for Hongkong, against 13,358 tons for the previous 24 hours. Deck passengers numbered 1,835, of which 515 were brought by the s.s. *Fook Sang* from Amoy; 125 by the s.s. *Sunning* from Shanghai and Amoy; 531 by the s.s. *Tilava* from Calcutta and Singapore and 429 by the s.s. *Tjialak* from Sourabaya and Muntok compared with 183 the previous day.

The arrivals were the s.s. *Fat Shing* (British) from Shanghai with 704 tons of general cargo and mail; the s.s. *Fook Sang* (British) from Amoy and Amoy with 1,041 tons of general cargo and mail; the s.s. *Kwongchow* (British) from Hoibow with 1,059 tons of general cargo and mail; the s.s. *Sunning* (British) from Shanghai and Amoy with 990 tons of general cargo; the s.s. *Tilava* (British) from Calcutta and Singapore with 1,159 tons of general cargo and mail; the s.s. *Phumphen* (British) from Saigon with 1,750 tons of rice and general cargo and mail; the s.s. *New Mathilde* (British) from Haiphong and Pakhoi with 1,600 tons of general cargo and mail; the s.s. *Hoi Nam* (Portuguese) from Kwang Chow Wan with 190 tons of general cargo; the s.s. *Ceylon* (Swedish) from Gothenburg and Singapore with 300 tons of general cargo; the s.s. *Tjialak* (Dutch) from Sourabaya and Muntok with 3,400 tons of general cargo and mail; the s.s. *Honolulu Maru* (Japanese) from Bombay and Singapore with 189 tons of general cargo and mail; the s.s. *Kotau Maru* (Japanese) from Takao (Formosa) and Swatow with 704 tons of general cargo and mail; and the s.s. *Kamo Maru* (Japanese) from London and Singapore with 427 tons of general cargo and mail.

Later arrivals yesterday were the s.s. *President Grant* (American) from Manila; the s.s. *Carl Legien* (German) from Whampoa; the s.s. *Kut Sang* (Br.) from Kobe and the s.s. *Phranang* (Chinese).

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* left Kobe on November 15th at 8 a.m., and is due at Wessing today (Tuesday) at 11 a.m.

The R.M.S. *Empress of Russia* arrived at Nagasaki on November 16th at 11 a.m., leaves Nagasaki today (Tuesday) at 6 a.m., and is due at Kobe on November 18th at 6 a.m.

## VESSELS EXPECTED.

*Empress of Asia* (C.P.R.), due December 1st.

*Empress of Australia* (C.P.R.), due November 19th.

*Empress of Russia* (C.P.R.), due November 19th.

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*Empress of Australia* (C.P.R.), due November 19th.

*Empress of Russia* (C.P.R.), due November 19th.

## CANADIAN PACIFIC

## EMPRESS EXPRESS

## QUICKEST TIME ACROSS THE PACIFIC

18th Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

Special FARES TO EUROPE

£120 £112 £83 £80

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BOOKINGS NOW OPEN FOR 1923

## VICTORIA AND VANCOUVER

Via Shanghai and Japan Ports.

Steamers	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 13
EMPRESS OF ASIA	Jan. 19	Jan. 22	Jan. 25	Jan. 28	Jan. 30
EMPRESS OF CANADA	Jan. 29	Jan. 31	Feb. 3	Feb. 6	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 14	Feb. 16
EMPRESS OF AUSTRALIA	Feb. 18	Feb. 21	Feb. 24	Feb. 27	Mar. 1
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 16
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 28	Mar. 30
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 13
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 25	Apr. 27
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 9	May 11
EMPRESS OF CANADA	May 14	May 17	May 20	May 23	May 25
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 6	June 8
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 20	June 22
EMPRESS OF ASIA	June 25	June 28	July 1	July 4	July 6

## HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 3	Dec. 5	Empress Asia	Dec. 8
Dec. 13	Dec. 15	Empress Canada	Dec. 18
Jan. 1	Jan. 3	Empress Russia	Jan. 6

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KAGA MARU ... .. Thursday, 16th Dec. at 11 a.m.

ITO MARU ... .. Wednesday, 15th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KAKUSAN MARU ... .. Saturday, 21st Dec. at 11 a.m.

KITANO MARU ... .. Saturday, 21st Dec. at 11 a.m.

HARUNA MARU ... .. Saturday, 19th Dec.

HAMBURG via LONDON & ROTTERDAM

TAJIMA MARU ... .. Tuesday, 8th Dec.

LIVERPOOL via ADEN & MARSEILLES

DELAGOA MARU ... .. Monday, 7th Dec.

SYDNEY & MELBOURNE via Manila & Ports

MISIMA MARU ... .. Wednesday, 15th Nov. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA

TAKAOKA MARU ... .. Thursday, 19th Nov.

BANGKOK MARU ... .. Saturday, 5th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay

KAWACHI MARU ... .. End of Dec.

CALCUTTA via Singapore, Penang & Rangoon

CHITON MARU ... .. Wednesday, 18th Nov.

BOMBAY via Singapore, Penang & Colombo

PENANG MARU ... .. Tuesday, 24th Nov.

WAKASA MARU ... .. Friday, 27th Nov.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... .. Thursday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA

MATSUMOTO MARU ... .. Monday, 20th Nov.

KATORI MARU ... .. Tuesday, 1st Dec.

MUROBAN MARU ... .. Wednesday, 2nd Dec.

ATUTA MARU ... .. Tuesday, 15th Dec.

For further information, apply to—

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S. KINOSHITA, Manager.

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Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

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North Continental Ports

## SAILINGS FOR EUROPE:

1. "ONDERKREK" ... .. 28th Nov. 1923

2. "WESTERDYK" ... .. 28th Dec. "

3. "WESTERDYK" ... .. 17th Nov. 1923

4. "OLSKERK" ... .. 16th Dec. "

All Shippers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

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Telephone: Central No. 1574.

Yok Building.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

HONGKONG	"YATSHING"	Tuesday	17th Nov. at 10 a.m.
KEELUNG via TAKAO	"YUENSANG"	Tuesday	17th Nov. at 7 a.m.
SANDAKAN	"HINSANG"	Tuesday	17th Nov. at Noon
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday	17th Nov. at 3 p.m.
KOBE via AMOY	"LAISANG"	Wednesday	18th Nov. at 7 a.m.
SHANGHAI & MOJI	"TUNGSHING"	Wednesday	18th Nov. at 10 a.m.
HONGKONG	"HONGSANG"	Thursday	19th Nov. at 7 a.m.
KOBE via AMOY & SHANGHAI	"SUISANG"	Monday	23rd Nov. at 3 p.m.
STRAITS & CALCUTTA	"CHEONGSHING"	Tuesday	24th Nov. at Noon
TIENTSIN	"KUMSANG"	Tuesday	1st Dec. at 7 a.m.
YOKOHAMA via AMOY, SHANGHAI & KOBE	"KUTSANG"	Wednesday	2nd Dec. at 3 p.m.

## REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY From Both Ports
HONGKONG-HAIPHONG LINE	EVERY SUNDAY From Both Ports
HONGKONG-BOENEO LINE	EVERY FORTNIGHT
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
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JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

FORWARDS.

Vessel.	Due Hongkong.
"GLENARA" ...	1st Dec.
"CABNARYONSHIRE" ...	10th "
"GLENISHIEL" ...	24th "
"PEMBROKESIRE" ...	7th Jan.
"GLENIFFER" ...	21st "
"GLENOGLE" ...	4th Feb.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges
"CARMARTHENSHIRE" ...	23rd Nov.	
London, Rotterdam & Hamburg via Oron.		
"GLENBEG" ...	24th Dec.	
London, Rotterdam & Hamburg.		



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES.

**NEW YORK BOSTON & BALTIMORE****AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE"	via Suez Canal	28th November
S.S. "CITY OF DURBAN"	"	19th December
S.S. "CITY OF LINCOLN"	"	28th December

**BOSTON & NEW YORK**  
**AMERICAN & ORIENTAL LINE**

S.S. "WEIRBANK" via Suez Canal 1st January

**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW"	29th November
For Marseilles, London, Rotterdam & Hamburg.	
S.S. "CITY OF BARODA"	14th December
For Havre, London, Rotterdam & Hamburg.	

FARES TO LONDON "A" 1st Class 288. 2nd Class 250.  
"B" 1st Class 280. 2nd Class 255.**MAURITIUS & SOUTH AFRICA**  
**ORIENTAL-AFRICAN LINE**

S.S. "SURAT"	15th November
Leaving for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.	
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambiar, Mozambique, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.	

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**AMERICAN & MANCHURIAN LINE**  
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Sailings from Hongkong.

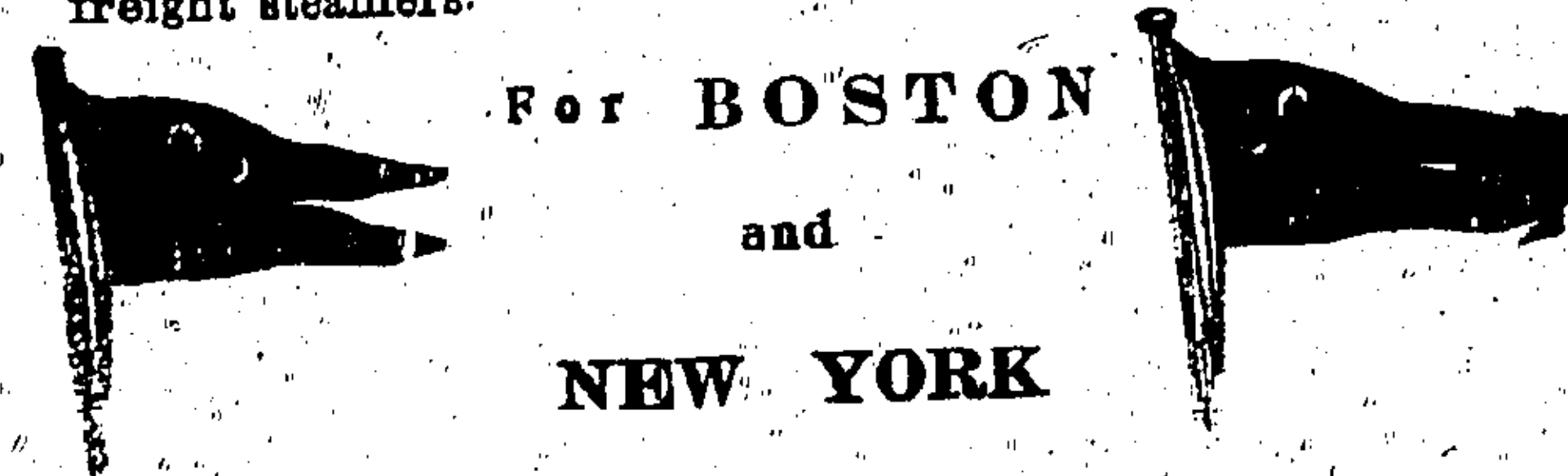
S.S. "PYRRHUS"	via Suez Canal	19th Nov.
S.S. "CITY OF EVANSVILLE"	via Suez Canal	28th Nov.
S.S. "KEEMUN"	via Suez Canal	7th Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	19th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

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HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "SIBERIAN PRINCE" 30th Nov., 1923.

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King's Building.Telephone: Central 316.  
Telegrams: Furprince.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**  
**VETARZO BLOOD MEDICINE**

Never before was there anything like it, now its marvelous properties have been brought to the attention of the world. It is a powerful blood purifier, and it is the only medicine that can be taken without any harm to the system. It is the only medicine that can be taken without any harm to the system. It is the only medicine that can be taken without any harm to the system.

**VETARZO. BRAIN AND NERVE FOOD.**  
VETARZO REGULATORS. Safe and Reliable.  
VETARZO REMEDIES CO., General Oak  
U.S.A. London, Eng. Unprincipled Dealers may try to sell you something else or  
give you a profit—do not accept it. Insist on having VETARZO. The genuine has words  
VETARZO REMEDIES (as Government Stamp). Sold by LEARNERS CASE CHEMISTS.**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**(COMPANIES Incorporated in ENGLAND).  
**MAIL AND PASSENGER STEAMERS**  
**TAKING CARGO FOR**STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEBANON, PORTS,  
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY**  
**DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	28th Nov.	Marseilles, London, Hull & Antwerp.
"KASHMIR"	8,935	10th Dec.	Spore, Penang, Colombo & B'way.
"MOREA"	10,911	15th Dec.	Marseilles & London.
"KASHGAR"	9,005	26th Dec.	Mars., London & Antwerp.
"MACEDONIA"	11,089	2nd Jan.	Marseilles & London.
"KEYBER"	9,114	23rd Jan.	Marseilles, London, & A'werp.
"DELTA"	8,097	4th Feb.	Spore, Penang, Colombo, & B'way.
"MALWA"	10,941	6th Feb.	Marseilles & London.
"KARMA"	8,089	20th Feb.	Mars., London, & A'werp.
"MANTUA"	10,909	6th Mar.	Marseilles & London.
"KASHMIR"	8,935	18th Mar.	Mars., London, & Antwerp.
"KHIVA"	9,135	20th Mar.	Marseilles & London.
"MOREA"	10,911	3rd Apr.	Marseilles, London & Antwerp.
"DEVANHA"	8,155	17th Apr.	Marseilles, London & Antwerp.
"KALYAN"	9,144	21st Apr.	Marseilles & London.
"MACEDONIA"	11,089	1st May	Marseilles & London.
"KASHGAR"	9,005	15th May	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khadival Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

"SANTHA"	8,500	24th Nov.	Singapore, Penang & Calcutta
"TILAWA"	10,000	11th Dec.	do
"TALAMBA"	8,015	17th Dec.	do
"TALMA"	9,000	25th Dec.	do

**EASTERN AND AUSTRALIAN SAILINGS (South)**

"TANDA"	9,958	2nd Dec.	Manila, Sandakan, Thursday
"ARAFURA"	8,000	8th Jan.	Island, Townsville, Brisbane,
"ST. ALBANS"	8,900	3rd Feb.	Sydney & Melbourne.
"TANDA"	9,958	2nd Mar.	do
"ARAFURA"	8,000	7th April	do
"ST. ALBANS"	8,900	5th May	do

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hong, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports as may be indicated on the following—  
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"TILAWA"	10,000	18th Nov. 6 a.m.	Shanghai, Moji, Kobe & Osaka.
"TALAMBA"	8,015	23rd Nov.	Shanghai, Moji, Kobe & Osaka.
"KASHGAR"	9,005	28th Nov.	Shanghai, Moji & Kobe.
"SOUHAN"	8,086	3rd Dec.	Shanghai & Kobe.
"TALMA"	10,000	4th Dec.	Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	8,000	15th Dec.	Moji, Kobe & Yokohama.
"KEYBER"	9,114	26th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	8,812	1st Jan.	Shanghai, Moji & Kobe.
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe.
"DELTA"	8,097	9th Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	8,900	3rd Jan.	Moji, Kobe & Yokohama.
"KARMA"	8,089	23rd Jan.	Shanghai, Moji & Kobe.
"MANTUA"	10,909	6th Feb.	Shanghai & Kobe.
"KASHMIR"	8,935	6th Feb.	Moji, Kobe & Yokohama.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji & Kobe.
"MOREA"	10,911	8th Mar.	Moji, Kobe & Yokohama.
"ARAFURA"	8,000	18th Mar.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	18th Mar.	do
"DEVANHA"	8,155	20th Mar.	do
"MACEDONIA"	11,089	2nd Apr.	Moji, Kobe & Yokohama.
"ST. ALBANS"	8,900	10th Apr.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	16th Apr.	Shanghai, Moji & Kobe.
"TALMA"	9,114	30th Apr.	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji & Kobe.
"MANTUA"	10,909	28th May	Shanghai, Moji & Kobe.
"KARMA"	9,089	11th June	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For Further Information, Passage fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.,**  
P. & O. Building, Connaught Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.,****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.****REGULAR SERVICE OF Fast, High Class Coast Steamers** having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**AMOY & FOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

Capt. A. E. Stewart. Tuesday, 17th Nov., at 1 p.m.  
\*(Calling at Amoy for Passengers only.)

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAI-CHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LARPAIK & CO.,**

General Manager.

**CHINA NAVIGATION CO., LIMITED.**

AMOY & SINGAPORE	"ANHUI"	On 17th Nov.	D.L.
BANGKOK	"XIANGSU"	On 17th Nov.	4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 17th Nov.	5 p.m.
WEIHAIWEI, CHEEFOO & TIENTSIN	"HUICHOW"	On 18th Nov.	4 p.m.
HONGKONG, HAKHOI & HAIPHONG	"TAMING"	On 19th Nov.	10 a.m.
SHANGHAI	"SUNNING"	On 20th Nov.	D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 21st Nov.	4 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 22nd Nov.	5 p.m.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE.**

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

**AUSTRALIAN-ORIENTAL LINE, LTD.****"CHANGTE"**

This Vessel will sail hence on Friday, December 4th at Noon,

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND AND TANGANYIKA PORTS

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.  
(Sailings subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD &amp; SWIRE.

Telephone Central 38.

Agents.

**DODWELL & CO., LTD.****NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "DACE CASTLE" 16th Nov.

**LLOYD TRIestino.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE  
\$66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "FIUME L."	—	Sails 7th Nov.
S.S. "PERSIA" (cargo only)	—	Sails 7th Nov.
M.S. "VIMINALE"	—	Sails 8th Dec.
S.S. "TRIESTE" (cargo only)	—	Sails 10th Dec.
M.S. "ESQUILINO"	—	Sails 9th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "FIUME L."	—	Sails 4th Dec.
M.S. "VIMINALE"	—	Sails 4th Jan.
M.S. "ESQUILINO"	—	Sails 4th Feb.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMINGA"	—	(Sails from Calcutta 20th Dec.)
S.S. "UMYOLOSI"	—	(Sails from Colombo 10th Jan.)
S.S. "UMYOLOSI"	—	(Sails from Calcutta 21st Jan.)
S.S. "UMYOLOSI"	—	(Sails from Colombo 10th Feb.)

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

**DODWELL & CO., LIMITED.**

Telephone: Central 1028.

Agents.

**M. MESSAGERIES MARITIMES M.****SERVICES CONTRACTUELS**

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGERS	—	1925	24th Nov., 1925
ANDRE LEBON	—	—	8th Dec., "
PAUL LECAT	—	24th Nov., "	22nd Dec., "
AMBOISE	—	12th Dec., "	6th Jan., 1926
AMAZONE	—	23rd Nov., "	19th Jan., "
PORTOS	—	6th Dec., "	3rd Feb., "
D'ARAGNAN	—	20th Jan., "	16th Feb., "

**RATES OF PASSAGE MONEY TO MARSEILLES**(including Table Wine and Free Doctor's Attendance).  
A Class 1st Class—2 25. 0d. 0d. B Class 1st Class—2 25. 0d. 0d.  
2nd Class—2 25. 0d. 0d. STEAMERS 2nd Class—2 60. 0d. 0d.  
Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the Trains at Marseilles.**LIGNE COMMERCIALES (Cargo Boats)**

loading for HAVRE, ANTWERP &amp; DUNKERQUE about

S.S. "YALOU" from DUNKERQUE, LONDON &amp; HAVRE is due to arrive about 18th or 20th November.

Sailings subject to alteration without notice.

For full Particulars, apply to—**MESSAGERIES MARITIMES CO.,**

Telephone: Central 740.

3, Queen's Building.

CONSIGNATION—TRANSHIP—REPRESENTATION.



